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Life in Land Rover's factory
New Bentley Mulsanne





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'The new Ford Mustang's inherent chassis balance is absolutely peachy'

Matt Prior, p52



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QUAD-ZONE CLIMATE CONTROL?



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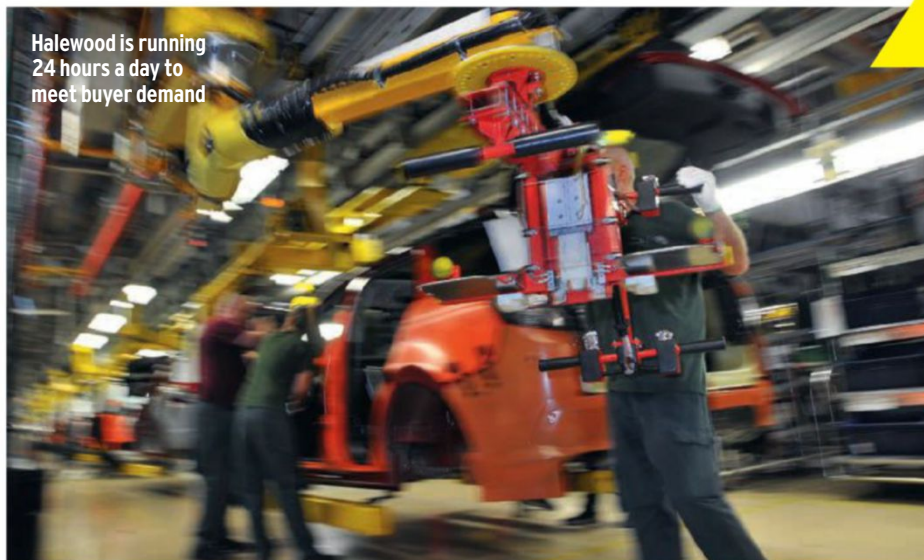


SUBARU

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SUBARU RANGE Fuel consumption in mpg (l/100km): Urban 25.2-41.5 (11.2-6.8); Extra Urban 40.4-61.4 (7.0-4.6); Combined 33.2-52.3 (8.5-5.4). CO₂ Emissions 197-140 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. *Subaru Impreza 1.6i RC available from £17,495. Model shown Subaru Outback 2.0D SE Premium Lineartronic. [†]Excludes Subaru BRZ.

Halewood is running 24 hours a day to meet buyer demand



Celebrating the UK's buoyant industry

THERE'S A HOME-GROWN theme running through this week's issue and there are reasons to be cheerful about the British car industry. Here's why.

One: car production in this country is thriving. Consider JLR's Halewood facility as a good example. It is running three shifts to keep up with demand for shiny new Jaguar and Land Rover products. We join the JLR night shift on p48 – and others could, too, because the industry as a whole is seeking 5000 new workers to keep up with demand.

Two: our sports car manufacturers continue to create jaw-dropping vehicles at a fair rate. In this issue, it is the McLaren 570GT (p8) and the go-faster Lotus Elise (p10). We're also keenly anticipating the first official details of Aston Martin's long-awaited DB11 next week.

Three: we make some great mass-production family cars. That much was reinforced when our testers gathered six

British-built cars to determine which is best. Discover the result on p34.

Further boosts to our domestic car industry are imminent. We'll report on them in the magazine and on autocar.co.uk as they happen.



MATT BURT EDITOR

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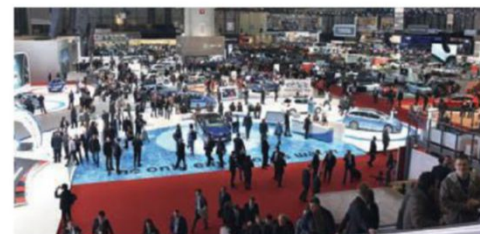
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THIS WEEK'S TOP FIVE

NEWS

Geneva motor show

We're gearing up for Europe's biggest motor show



FIRST DRIVE

Mercedes A200D

We see if the diesel hatch is in A-Class of its own



COMPARISON

Focus RS vs Golf R

Mega-hatches from Ford and VW lock horns



BLOG

James Ruppert

It's farewell to Shed 7 after head gasket blows



VIDEO

New Merc E-Class

Under the skin of latest Mercedes-Benz exec car



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THIS WEEK

New 570GT is most practical McLaren yet

GT model gets luxurious cabin and rear boot space for added usability; on sale from July

McLaren's 570S sports car has spawned a more practical and luxurious GT variant, with significant changes designed to make the car more road-biased and usable everyday.

The new two-seat 570GT is the second of three models so far confirmed for McLaren's entry-level Sports Series range; a convertible version is

the other and is being prepared for 2017. The 570GT will reach the UK in July after a debut at the Geneva motor show.

At the heart of the new 570GT is the same 562bhp twin-turbo 3.8-litre engine as in the 570S. The new car shares its front end and dihedral doors with the 570S on which it is based, but it gets a new roof and rear end, which features

a new upper structure, spoiler and aerodynamic package. But the most significant feature is a glass 'Touring Deck'.

This is, in essence, a side-hinged glass door. The hinges can be on either side of the car, depending on whether it's right or left-hand drive, allowing for loading of the 'boot' at the kerbside. Opening it gives access

to a leather-lined 220-litre luggage space behind the two-seat cabin. Couple this area with the 130-litre space at the front of the car and the 570GT's total luggage carrying ability is 350 litres, which is more than a Ford Focus hatchback can offer. The space behind the seats is good for medium-sized bags, while the area immediately below the

glass deck fits suit bags and laptop bags.

The interior has also been tweaked. The basic structure remains the same as that in the 570S, but the materials used are more luxurious, and special Luxury or Sport interior themes will be offered.

A tinted panoramic roof, equipped with a noise insulation and solar radiation

GT gets bespoke alloy wheels and a panoramic roof



OFFICIAL
PICTURES
McLaren



absorption material, is standard to make the cabin lighter and airier.

The more luxurious interior is in keeping with the car's grand tourer brief, which has also entailed changes to the chassis. The spring rates have been reduced by 15% at the front and 10% at the rear for a softer ride than the 570S offers. The adaptive suspension system is shared with the 570S, however, and the Normal, Sport and Track driving modes remain, although the system and anti-roll bars have been revised to improve the ride over more broken surfaces.

The glass hatch is framed in carbonfibre to ensure that the 570GT's rigidity is as stiff as that in the 570S.

The steering ratio of the electrohydraulic system has been reduced by 2% over the 570S, and iron brake discs with aluminium hubs are fitted as standard, replacing the 570S's carbon-ceramic brakes.

The Pirelli P Zero tyres are also of a bespoke compound designed to minimise road noise. The exhaust of the 570GT is taken from the detuned 540C model that sits below the 570S in the range, as it is 3dB quieter than the 570S's sports exhaust system, although the fruitier pipe remains an option.

The alloy wheels have a diameter of 19in at the front

and 20in at the rear and are of a unique 15-spoke design.

As you'd expect, the 570GT is well appointed. It comes with a full leather cabin, electrically adjustable and heated seats, an electrically adjustable steering column and soft-close dihedral doors.

However, the new rear structure means the 570GT is heavier than its 570S sister car; the GT weighs 1350kg dry, compared with the 1313kg of the S.

This has had a minuscule impact on performance; the 0-62mph time is 3.4sec (up 0.2sec from the 570S) and the 0-124mph time is 9.8sec (up 0.3sec). Top speed is 204mph, which is the same as the 570S can manage. The gearbox is the same seven-speed dual-clutch automatic unit, driving the rear wheels.

Once the Sports Series range is complete, McLaren should be at its annual production target of 4000 cars by 2017, which it will maintain until 2019. It plans to build around 3000 cars this year, two-thirds of which will be in the Sports Series (the 650S range of supercars is the Super Series and the P1 is the Ultimate Series).

McLaren expects around one in four Sports Series models to be the GT.

The 570GT has been priced at £154,000, just over £10,000 more than the 570S.

MARK TISSHAW



Side-hinged 'Touring Deck' provides extra storage space



Cabin and rear load space are lined in premium leather; changes to the rear end include a small spoiler

Q&A ANDY PALMER, McLaren VEHICLE LINE DIRECTOR, SPORTS SERIES

What's the car like to drive?

"It's very road-biased. Customers wanted the performance of a McLaren but to be more comfortable and refined, and with higher-quality materials inside."

What about developing an all-wheel drive system?

"No. It had to be rear-wheel drive. Weight is also a consideration for this."

Why have you given it the more powerful engine?

"It's pitched as a premium model above the 570S, so it needed the more powerful engine from the 570S and not the 540C. It couldn't have less power. There are no plans for a 540GT. We want the performance but with more



luxury, and the ability to take your partner to the south of France or the north of Scotland, wherever."

How does the car handle?

"The focus will be on comfort and it is softer, but this doesn't affect the handling. It's still a sporty car and will put a smile on your face. The damper set-up is the same. There is still a segment of people who will put it on the

track, so it still has the track mode and the performance."

Did you consider making a 2+2 cabin?

"We looked at it, but it had to be usable. With that configuration there would be no room inside. With this design there is no compromise. Had we made a 2+2, we would have had an unusual and pretty much unusable space."

What other Sports Series models are planned?

"At the moment, there are only plans for the Spider version in 2017. There is natural progression with a GT, Spider and coupé, but I'm not saying any more... we want to appeal to a wide range."



OFFICIAL PICTURES



Lotus creates fastest Elise yet



Elise Cup 250 uses more power, less weight and revised aero to hit 154mph and 0-62mph in 3.9sec

Lotus has unveiled the fastest road-going version of the Elise yet, the Cup 250.

The Elise Cup 250, which replaces the Cup 220 in the Elise range, can crack 0-62mph in just 3.9sec and reach a top speed of 154mph. The 0-62mph time is an improvement of 0.3sec over

the Cup 220's and the top speed is up by 9mph.

These gains have been made possible by an increase in power, a reduction in weight and revised aerodynamics.

The Elise Cup 250 uses the familiar 1.8-litre four-cylinder engine sourced from Toyota and mounted in the middle of the car. Peak power has been

increased by 26bhp over the Cup 220 to 240bhp for the Cup 250. This figure also eclipses the track-only Elise Cup R by 26bhp. Torque remains at 184lb ft and the gearbox is a six-speed manual.

Weight has been cut by 21kg over the Cup 220 to 931kg. This saving has been achieved by, among other things, the

addition of a lighter lithium ion battery, which saves 10kg, seats made from carbonfibre and ultra-lightweight forged alloy wheels, which are 16in in diameter at the front and 17in at the rear. They are shod in Yokohama A048 tyres, which are 195/50s at the front and 225/45s at the rear.

A further 10kg can be saved

by opting for the Carbon Aero Pack. This replaces the standard front splitter, rear wing, rear diffuser and side floor extensions with lightweight carbonfibre components. The standard aerodynamic package has been optimised and the Elise Cup 250 is claimed to provide 66kg of downforce at 100mph, with 155kg at 154mph.

The new model also achieved a 1min 34sec lap time at Lotus's Hethel test track, taking 4.0sec off the Elise Cup 220's best time.

The Elise Cup 250 continues to use the motorsport-derived suspension and braking components from the Elise Cup 220. Its AP Racing twin-piston front calipers and Brembo single-piston rear calipers work in conjunction with the track-tuned ABS system.

The new Lotus Dynamic Performance Management (DPM) system provides a Sport mode that increases throttle response, lowers traction slip thresholds and removes



New aero package generates 66kg of downforce at 100mph



Alcantara trim is standard fit; leather and full carpets are optional

understeer recognition, thereby allowing greater driver involvement before the system intervenes.

The cabin includes full Alcantara trim in red or black as standard, with an optional Leather Pack available. An in-car entertainment system with iPod and Bluetooth connectivity, full carpets and greater sound insulation are available as options. There's also a new engine start button.

Lotus boss Jean-Marc Gales said: "The Lotus Elise has long set the benchmark in its class, yet we've been able to hone its straight-line performance and handling. Yes, it is capable of amazing things on a track, but it also retains its road manners and is perfectly composed for day-to-day driving. No rival offers this level of performance and accessibility."

The Elise Cup 250 is available in roadster guise as standard, with a hard-top available as an option. It will go on sale in April for £45,600.

DANNI BAGNALL



MATT PRIOR

The law of diminishing returns

ANOTHER MONTH, another special Lotus Elise. Faster again, lighter again and, I have absolutely no doubt, even more fun to drive yet again. The Elise is a remarkable machine, still one of the greatest driver's cars on the planet. It has already seen off the Alfa Romeo 4C, and the new Alpine (p19) will have to be brilliant to out-Elise the Elise (or Exige). It is perennially capable of being honed and improved.

But the margins are now so tight: 0.3sec here, 9mph there, 21kg elsewhere. No matter how many brilliant quantities the Elise has, they are increasingly known quantities. The Elise's construction and layout still feel modern,

but not, as they once did, entirely radical.

That makes it one of those rare cars, about which when somebody suggests buying a new one, you can realistically point them to the recent back catalogue – especially when the new price is £45,600.

That's not an unreasonable price by the standards of its competitors, but on Lotus dealer forecourts, there are Elises that'll do 90% of what the Cup 250 will, at less than 90% of its price.

Long may the Elise continue to be a performance and handling benchmark, but a newer version, with bigger margins of change, would not hurt it.

**British
special**



Aston boss Palmer and Lei Ding, co-founder of LeEco's car division

Aston in EV deal

ASTON MARTIN HAS announced a partnership with Chinese technology firm LeEco (formerly Letv) to develop the RapidE electric vehicle for production by 2018.

The two companies have signed a memorandum of understanding to develop the production version of the RapidE, followed by several other electric models before 2020.

The deal includes the potential to jointly develop a range of new-generation connected electric cars for Aston, LeEco and LeEco-backed Faraday Future, a US-based electric car start-up that launched itself with its 1000bhp FFZero1 concept car at last month's Consumer Electronics Show.

The partnership is an extension of one already in place between Aston and LeEco, which led to the new infotainment and internet system for the Rapide S unveiled at CES.

The RapidE concept was first seen in October. Williams Advanced Engineering was involved in developing its powertrain and Shanghai-based ChinaEquity was named as an investment partner to explore production viability.

Aston boss Andy Palmer revealed that the car would be released as two variants: a rear-drive RapidE with around 550bhp and a 200-mile range, and an 800-1000bhp all-wheel-drive RapidE, with a motor on each wheel.



LeEco revealed sketches of its first EV, LeSupercar, in 2015



The Aston Martin DB11 appeared again online last week ahead of its official debut at the Geneva show. A customer attending a private event uploaded a since-deleted photo to social media, revealing the front end of the new car.

Bentley plays long game

Mulsanne line-up revised, with new long-wheelbase models and improved refinement and equipment

The Bentley Mulsanne line-up has been extended to four models as part of an extensive revamp of the range that will be unveiled at the Geneva motor show next month.

The range now comprises updated versions of the standard Mulsanne and Mulsanne Speed, plus two new Mulsanne Extended-Wheelbase models, one with increased rear leg room and the other offering six seats in a four-up, face-to-face rear-seat configuration.

The entire Mulsanne range has been facelifted with what its makers describe as a “fresh and modern” look and new chassis technology to deliver what is claimed to be “the world’s most refined ride”, as it moves to assert itself against flagship rivals ranging from the Rolls-Royce Phantom to the Mercedes-Maybach S-Class.

Power for the Mulsanne comes from the existing 6.75-litre V8, which delivers an unchanged 505bhp and 752lb ft of torque and is linked to an eight-speed automatic ZF transmission. The 0-60mph time remains at 5.1sec, with a top speed of 184mph. Combined fuel economy is

19.3mpg, up from 16.8mpg, with a CO₂ output of 342g/km, down from 393g/km.

Active engine mounts and revised suspension bushes deliver a more controlled ride, and drivers can adapt the suspension between Bentley, Sport, Comfort and custom modes. Meanwhile, a new

tyre construction created in partnership with Dunlop reduces cabin noise by up to 4dBA – which is more than half of the noise generated in the cabin in the current car.

Although the new-look Mulsanne stays true to its predecessor, the redesign is extensive; the entire

front end is new, including the bumper, bonnet, radiator, grilles and lights.

Key to these changes has been a philosophy of integrating all the design elements so that they flow and work together more neatly, as well as giving the car more visual width and therefore presence. The new stainless steel grille with vertical slats – 80mm wider than before – is the stand-out change on the front. It apes the design of historic Bentleys, including the 1930 8-Litre, Embiricos and R-Type Continental.

At the rear, changes are more focused on the bumper and light treatments. The bumper, for instance, is 26mm wider at its lower edge and contains a feature line designed to catch the light and give the car a more purposeful look. The rear lights are also more stylised in a ‘B’ shape, to



Long-wheelbase model gets an extra 250mm of rear leg room; there's also an even longer six-seater

‘The entire front end is new but apes the look of historic Bentleys’





give the car a more instantly recognisable look at night.

Inside, the most significant update is a new 8.0in touchscreen infotainment system, modernising the cabin ambience and updating the sat-nav. The system is compatible with Apple CarPlay, Android Auto and MirrorLink.

In the rear, two 10.2in Android tablets sit in the backs of the front seats and are 4G, wi-fi and Bluetooth enabled. The tablets are detachable and link to the infotainment system so passengers can stream music or video or control the sat-nav. Other interior changes are focused on a new style of seat, new door trims and armrests and updated glass switchgear.

Bentley is targeting the stretched-wheelbase Mulsanne models at China and the Middle East, the second and third-biggest markets for the model after the US.

The 'standard' long-wheelbase car has an extra 250mm of rear leg room, and the pair of seats – separated by a console – have leg rests that can be extended. In addition, the rear passenger compartment has its own sunroof. Weight is unchanged



Interior materials are much better and infotainment is up to date

over the standard five-seat car, at 2685kg.

Few details of the six-seat version of the Mulsanne were revealed prior to its Geneva unveiling, beyond the revelation that it has a wheelbase extended by a metre to accommodate four rear seats that face each other. The car, called the Bentley Grand Limousine by Mulliner, will be built to order and is described by an insider as "invoking the spirit of coachbuilding". No sales predictions were released, but a spokesman said it is a "very low-volume" car.

The Mulsanne Speed is powered by the same 6.75-litre V8 as before but with 530bhp, 811lb ft of torque

and a recalibrated automatic gearbox, resulting in a 0-60mph time of 4.8sec and a top speed of 190mph. It also has an additional sports suspension mode. Visual differentiators include a dark tint finish on exterior chrome details, new 21in alloy wheels, different bumpers and sports exhausts. Inside, quilted sports seats are standard, as are alloy pedals and a sportier gear selector.

Deliveries of the new models will begin this summer. Prices are expected to rise over the current £229,360 for the standard car and £252,000 for the Speed. No indication of pricing for the long-wheelbase models has been given.

JIM HOLDER

Greater focus on Mulliner

BENTLEY IS EXPLORING ways to develop its Mulliner division, and the six-seat Mulsanne Grand Limousine to be revealed at the Geneva motor show is the first sign of its broader remit.

Asked if the car signalled a new direction for Mulliner, which has long customised car colours and specs to customer requirements, Bentley boss Wolfgang Dürheimer said: "Yes, I think we can do more."

"Mulliner is an asset with a history nearly 500 years old, but it is not a well-known name. It is somewhere exceptional ideas can take shape and small-scale ideas

can be developed into larger-scale ones."

Asked how far Mulliner could go and if it could revive coachbuilt one-offs, Dürheimer added: "It's possible, yes. The only thing to say is that Stefan Sielaff is the design director, and what he says is the rule. If someone wants a Bentley that looks like a tank, then he will say no."

"But if a customer demands something odd but tasteful, then why not?"

"All I add is that our customers' safety must come first. Anything that alters the aero, suspension or weight balance needs careful consideration."

Hotter Flying Spur V8 revealed

BENTLEY HAS REVEALED the new Flying Spur V8 S, which sits between the V8 and the W12 flagship model.

Powered by Bentley's twin-turbo 4.0-litre V8 engine, the V8 S delivers 521bhp, 20bhp more than the regular V8's 500bhp. It has 502lb ft of torque and covers 0-60mph in 4.6sec, with a top speed of 190mph. It averages 25.9mpg and has CO₂ emissions of 254g/km.

Power is delivered via an all-wheel drive system with a 40/60 rear-biased torque split. 'S' mode is said

to provide sharper throttle response and additional engine braking. The suspension, damping and electronic stability control has also been revised to improve handling.

Deliveries will begin this summer, but prices have not been revealed.



Q&A STEFAN SIELAFF, DIRECTOR OF DESIGN, BENTLEY

You've been at Bentley for nine months now. How is it?

"Through my work with the VW Group, I had already worked on the Speed 6 concept and Bentayga, so coming here is not like starting again. What's interesting is that there is a desire to improve the brand design and take steps forward that give us a younger outlook."

Does that mean doing away with some heritage?

"No, not at all. Heritage has to be a big part of Bentley, but it is clear there is room for a more modern interpretation of what Bentley stands for. Millennials – the wealthy under 30s – are our next generation of customers, and we must appeal to them."

How big a role will technology advances play in that?

"The biggest steps in design will come from technology advances. Without technology steps, we'll be reinterpreting what's gone before. With them, we can innovate in a blockbuster fashion."

Will Bentley interiors look like Audis then?

"No. Audi is about Vorsprung Durch Technik, so digital makes sense. Bentley is about being extraordinary, luxurious and sporty; we shouldn't overstate technology but can present it in a delicate way. The Mulsanne's hidden tablets are an example of that."





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PEUGEOT 108

MOTION & EMOTION



PEUGEOT



Optima SW will carry a small premium on the saloon's pricing

Estate to boost Optima sales

Kia's new Optima Sportswagon is set to go on sale in the UK this autumn, priced from about £22k

Kia has expanded its Optima range ahead of the Geneva motor show with the launch of a new estate model, the Optima Sportswagon (SW). This is the first time Kia has produced an estate car of this size and it is expected to outsell the Optima saloon by as much as six to one.

The Optima SW will go on sale in the UK this autumn, priced from about £22,000, a few hundred pounds above the equivalent saloon.

It will be offered with a choice of two engines in the UK. The range-topping GT will get a 2.0-litre turbo petrol engine with 242bhp and 260lb ft. The GT also has electronically controlled adaptive suspension as standard, tuned specifically



Optima SW offers a choice of 242bhp petrol or 139bhp diesel units

for European driving tastes. This is optional on the diesel version, which is powered by a 139bhp, 251lb ft 1.7-litre unit.

GT trim, which will also be offered on the Optima saloon, includes a bodykit, new 18in alloy wheels, twin exhausts and new interior detailing and

trim. Work has been done at the Nürburgring to tune it as a sporty model.

The rear seats in the Optima SW split 40/20/40 as standard. Boot capacity is 553 litres with the rear seats up, but there is no official figure yet for its capacity with the seats down.

Kia claims to have tuned the Optima SW's independent suspension to improve agility and offer better protection from poor road surfaces. Spring and damper settings for the SW are different from the saloon's.

The Optima SW will be joined in Geneva by the new Optima Plug-In Hybrid and the Niro hybrid crossover. Both will be making their European debuts after a Chicago motor show launch earlier this month.

The petrol-electric plug-in hybrid set-up being showcased in the saloon in Geneva will also be offered on the Optima SW in time, Kia says. The Niro, which features a parallel hybrid system, will also spawn plug-in hybrid and all-electric versions.

MARK TISSHAW

Kia lines up Juke rival for 2018

KIA HAS PLANS to launch a compact SUV within the next two years. It will be one of nine new models that the company plans to launch by the end of 2018.

Kia's European marketing director, Artur Martins, confirmed to Autocar that the small SUV – a rival to the likes of the Nissan Juke and Renault Captur – will be on sale within the next two years and based on the next-generation Rio, which is due next year.

Skoda previews new Kodiaq SUV as a hybrid

SKODA'S VISIONS CONCEPT car, which previews the firm's upcoming Kodiaq SUV, has been revealed with a petrol-electric powertrain in advance of its debut in Geneva next month.

The concept features a turbocharged 154bhp 1.4-litre petrol engine, which is mated to a 54bhp electric motor housed within the six-speed dual-clutch automatic transmission. A second 114bhp electric motor is mounted on the rear axle,

giving the concept a 'smart' four-wheel drive set-up that needs no mechanical coupling.

The VisionS can hit 62mph from rest in 7.4sec and reach a top speed of 124mph.

Skoda says the VisionS emits just 45g/km of CO₂ and can travel for up to 31 miles on electric power alone. Its total range is rated at 621 miles. As with most hybrids, drivers can choose from several driving modes to either recharge the battery or run on electric power alone.

Measuring 4700mm long, 1910mm wide and 1680mm tall, the VisionS is longer, wider and lower than its chief rival, the Kia Sorento. In production form, where it's expected to take the Kodiaq name, the VisionS will be pitched as an upmarket rival to the mid-market SUVs currently on sale.

The concept features seating for six arranged over three rows, with a cabin that has large digital displays for "digital networking".



VisionS concept paves the way for Skoda's new Kia Sorento rival



OFFICIAL PICTURES



Volvo reinvents its big estate

All-new Volvo V90 grows in size and sophistication compared with old V70; on sale in autumn

The new Volvo V90 has been revealed ahead of its public debut at the Geneva motor show next month. The five-seat V90 is a close relative of the S90 executive saloon and has the same interior layout, including its large touchscreen infotainment interface and digital dashboard technology.

At 11cm longer than its V70 predecessor, the V90 can carry up to 1526 litres of cargo. All the extra length has been put into the wheelbase and the car is just short of five metres long. Prices are expected to kick off at close to £34,000 when UK sales begin in the autumn.

Volvo released its 2015 financial results simultaneously with the V90, showing that the company had cracked half a million sales for the first time in its history.

Profits also trebled for the Chinese-owned company, mostly on the back of the enthusiastic market reception for the new XC90 SUV, which is driving profits because customers are buying more

highly specced versions than Volvo had initially predicted.

Håkan Samuelsson, chairman of the executive board of Volvo Cars, also revealed that the brand will release its first battery-powered car for the 2019 model year. Although he refused to be drawn on the car's exact format, it will be based on an adapted version of Volvo's new SPA platform and be all-wheel drive, with an electric motor on each axle.

Samuelsson also said work is under way on Volvo's new

US plant in South Carolina, which will help to establish the company as a proper global brand. This facility will mean the company has production bases in the three main markets of Europe, China and the US.

The first car to roll out of the factory in 2018 will be the next-generation S60 saloon. Samuelsson said Volvo will also establish product development teams in the US. "To build cars for US preferences, we need to be on the spot, not thousands of miles away," he told Autocar.

The majority of premium large estate cars are sold in Europe, where the total market is a modest 200,000 units or so. Remarkably, Volvo's ageing V70 managed to outsell both the BMW 5 Series Touring and the Mercedes-Benz E-Class Estate in 2015, shifting 49,300 units, although it was some way behind the Audi A6 Avant's 67,200 sales. Analysts expect the new V90 to overhaul the A6 to become the best seller in Europe.

Topping the V90 powertrain line-up is the T8 'Twin Engine' plug-in hybrid, which mates an 87bhp, 177lb ft electric motor to a 2.0-litre diesel engine for a combined output of 401bhp and 472lb ft. CO₂ emissions of 47g/km and fuel economy of 134.5mpg are also claimed.

The other engines are all 2.0-litre four-cylinder units. The petrol T5 (41.5mpg, 154g/km) produces 250bhp and 258lb ft. The D4 diesel (62.7mpg, 119g/km) puts out 187bhp and 295lb ft. The D5 twin-turbo diesel (57.6mpg,

129g/km) has 232bhp and 354lb ft and gets mechanical four-wheel drive as standard.

A turbocharged and supercharged T6 petrol unit (38.1mpg, 169g/km) is good for 315bhp and 295lb ft and also comes with four-wheel drive. All engines are coupled to an eight-speed automatic 'box.

Volvo's IntelliSafe collision avoidance technology will be an option on the V90 and includes blind spot information, rear collision warning and cross traffic alert, which helps drivers reversing into a road by warning them of incoming traffic. A 360deg camera, Park Assist Pilot and built-in booster seats will also be safety options on the V90.

At the unveiling in Stockholm, sources said Volvo would produce a high-riding XC version of the V90 as well as a sharply styled R-Design spin-off, which will have a sportier approach and feature carbonfibre trim and 21in wheels.

HILTON HOLLOWAY



Design, big touchscreen and digital dash are the same as the S90's



HILTON HOLLOWAY

Volvo: sales and profits up

The financial health of Volvo Cars improved dramatically in 2015 compared with the previous year. The biggest news for the company was breaking through what one official called "the psychologically important half-a-million barrier".

After spending many years with its sales mired in the 400,000-unit range, the company moved 503,127 units in 2015, a big jump over the 2014 total of 465,866 units.

Thanks in large part to the successful launch of the XC90 flagship SUV (Volvo took some 88,000 orders in 2015), profits also leapt. Volvo banked profits of £545 million in 2015, which is significantly up on its modest profits of £175m in 2014.

Volvo's sales rose to 198,046 vehicles across



western Europe in 2015, although sales in China were almost exactly flat at 81,588. Sales jumped around 15% in Sweden to 71,200 units and were up by more than 12% in the US from just 56,371 units in 2014 to 70,047 in 2015.

Volvo's all-important profit margins also finally started to revive. In 2014, the Swedes had a profit margin of just 1.5%. That jumped to 4.0% across 2015 as a whole and 5.6% in the second half of 2015, showing the impact of highly specced XC90 models leaving the Volvo showrooms.

Torque biasing is set to come to EVs and hybrids

LIKE MANY GOOD ideas, it has taken torque biasing a few years to really take off. Splitting torque levels across an axle and delivering different amounts to each wheel can dramatically alter how a car handles, helping it to turn in, increasing stability in extreme manoeuvres and improving traction. It's how the Focus RS does its magical line tightening and Drift-mode showboating.

The RS uses a version of the Twinstar rear axle that was developed by UK firm GKN Driveline to do its biasing. Now GKN is working on an electric version of the same technology that promises to add some of the same magic to hybrids and EVs, and we've experienced a prototype version in Sweden fitted to a Volvo XC90 T8.

The principle of this e-Twinstar is very similar to the conventional version, with two electronically controlled clutch packs working to engage drive for each rear wheel. These operate progressively, allowing different amounts of torque to be sent to each side. Power comes from an electric motor.

GKN says the system works faster than the



Duff drove a prototype version of the new system on an XC90

standard Twinstar because the electric motor can supply torque even when there's no power coming from the engine. It can also provide stability-enhancing vectoring under braking on cars that use regeneration.

It works with part-electric drivetrains like the XC90 T8's, which uses an electric motor at the back, and pure EVs. It will be ready for production next year and GKN says several major car makers are interested in it.

DRIVING IMPRESSIONS

It looks just like an XC90 T8, but it doesn't drive like one. Although I only drove on a frozen lake, I was able to compare it directly with a stock XC90 T8 and Focus RS.

The car fitted with the e-Twinstar felt far more responsive than the normal T8, which also uses a GKN electric drive module at the back, but without torque biasing. It was far keener to turn and had less understeer than the standard car, showing impressive agility on a handling course and being easily persuaded into sustained high-speed drifting on a 200m-diameter circle. It's not the dynamic match of a Focus RS – it weighs nearly twice as much – but there's some of the same enthusiasm.

Not that a production version is likely to behave in the same way. The prototype has switchable levels of vectoring to show the effect of more torque, and final calibration will depend on the traits a manufacturer wants to enhance. Volvo seems an obvious candidate to use e-Twinstar first, and it would certainly help to sharpen up the T8's responses.

MIKE DUFF

It was far keener to turn and had less understeer than the standard car



Fitted with the system, the XC90 could be drifted easily



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Alpine sets out ambition

Renault's sports car brand wants to get its new car right, then others will follow

Renault's resurrected Alpine sports car brand has "millions of ideas" about how it can grow from a single model to a full range of cars in the future, according to Alpine managing director Michael van der Sande.

But the ex-Bentley, Aston Martin and Tesla man said all the focus for now was on the launch of a production version of the Vision concept, which was revealed at an event in Monaco last week when more details of it were confirmed.

It has a bespoke lightweight mid/rear-engined chassis designed and engineered by Renault Sport, as well as a bespoke engine and transmission, details of which no Alpine executive would confirm. There was no comment from van der Sande about whether or not the Alpine would be offered with a manual gearbox, although he said there are no plans for an electric version at present. He said there would be significant investment in the Dieppe plant, where Alpines will be built.

Renault boss Carlos Ghosn said Alpine represents a long-term investment that will grow over time. "We will build and invest patiently," he said.

"This is very close – very close – to production," he said about the relationship between the concept and final road car. Concept car flourishes that won't make production include the door mirrors and wheels, but the design is otherwise representative of what Alpine will put into production in 2017.

Ghosn said he doesn't see any real competitors for the Alpine, because it is a unique

proposition in the marketplace. Cars like the Lotus Elise are seen as more extreme and ones like the Porsche Cayman too heavy, Renault claims, whereas the Alpine occupies the middle ground that it believes is empty.

As for talk of expanding Alpine, Ghosn said: "We start with a production version of this car, with a vision of building a brand. We have to get this one right or there will be no brand."

This view was echoed by van der Sande. However, he said if Alpine's launch model is a success, a range of models will follow. "We have million of ideas, but first we must do this car really well. If we did five cars at once, it would harm the investment and quality. We won't run out of ideas. We need to do them at the right time and in the right order."

MARK TISSHAW



Ghosn on Alpine: "We will build and invest patiently"

Confidential

A DECISION ON whether to launch Hyundai's upmarket sub-brand, Genesis, in the UK continues to hang in the balance. Hyundai UK boss Tony Whitehorn said: "There will be six Genesis cars by 2020, with a focus on Korean, US and Middle Eastern sales. It's possible some will come to the UK, but the biggest problem is the need, and cost, of engineering them for right-hand drive."

SEAT'S NEW SUV, the Ateca, is named after a town near Zaragoza in north-east Spain. Seat boss Luca de Meo said it was chosen because it's a short name and easy to pronounce in any language. Ateca is best known for the red wine it produces. All Seats are named after locations in Spain.



RENAULT WILL EXPORT a version of the Kadjar with a 1.2-litre turbo petrol engine to China this year to augment the 2.0-litre petrol variants now being built as part of its nascent joint venture with home market giant Dongfeng.

A SENIOR CAR designer has said it's becoming a struggle to design front ends of cars with ever-larger radar and detection systems for safety features. "All companies are struggling to design these things as they get bigger and there are more of them."

THE UPCOMING ALFA Romeo SUV could take the Stelvio name when it goes on sale in the UK in 2016-17. Autocar sources in Italy have confirmed that Stelvio is one of a number of names under consideration for the new SUV. No final decisions have been made, but the Stelvio name is understood to be a front-runner in the eyes of Fiat Chrysler Automobiles boss Sergio Marchionne.

Facelifted Kuga gets new diesel and tech

FORD'S FACELIFTED KUGA SUV features a new diesel engine option and the latest version of its Sync infotainment.

The new engine is a 120bhp 1.5-litre diesel, which drives

the front wheels and promises average economy of 64.2mpg, with CO₂ emissions of 115g/km.

A 150bhp 2.0 TDCi is offered in either front-wheel-drive or all-wheel-drive forms. In front-

drive form it returns 60.1mpg combined and emits 122g/km of CO₂. A 180bhp 2.0 TDCi version with all-wheel drive, delivering 54.3mpg combined and 135g/km, is also available.

The 1.5 Ecoboost petrol turbo unit remains in the line-up in 120bhp and 150bhp guises. An all-wheel-drive 182bhp variant returns 38.2mpg and 171g/km.

The new Sync3 system uses an 8.0in touchscreen and has Apple CarPlay and Android Auto functionality. It allows drivers to control functions using conversational voice commands. By saying "I need a coffee" or "I need petrol",

for example, the system will locate nearby stops.

The updated Kuga has a more heavily sculpted bonnet, which is claimed to increase pedestrian protection. The cabin also now has fewer buttons.

All-wheel-drive Kugas offer Ford's semi-autonomous perpendicular parking technology. Cross traffic alert aids drivers reversing out of a parking space, and park-out assist helps drivers as they exit parallel parking spaces. A new, enhanced version of Ford's active city stop is also on board, now operating at speeds of up to 31mph, an increase of 12mph.



Revised bonnet design is claimed to improve pedestrian protection

HUAYRA BC TURNS THE WICK UP

The Pagani Huayra BC, a more hardcore variant of the supercar, has been revealed. It features new aerodynamic bodywork, lightweight components and a hike in output for its twin-turbo 6.0-litre V12 to around 800bhp.



BOND DB10 NETS £2.4 MILLION

An Aston Martin DB10 used in the James Bond film Spectre was sold for £2,434,500 at auction house Christie's last week. It is the only DB10 from the film shoot that will be sold to the public. Proceeds went to Médecins Sans Frontières.





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Levante line-up will feature petrol and diesel 3.0-litre V6s; a 3.8 petrol V8 is likely



OFFICIAL
PICTURE

Levante finally uncovered

Maserati's Porsche Cayenne rival revealed ahead of Geneva motor show debut

The long-awaited Maserati Levante SUV has been revealed in official images as part of the build-up to a public unveiling at the Geneva motor show next week.

Maserati has also confirmed technical information about the new model, which is

based upon the platform that underpins the Ghibli and the Quattroporte.

All versions of the Levante will feature sophisticated electronic suspension with controlled damping and adjustable air springs, Maserati's Q4 all-wheel drive

system and an eight-speed automatic transmission that has been calibrated specifically for the SUV.

The Levante will be offered with a choice of petrol or diesel powerplants, Maserati has confirmed.

Autocar understands a

3.0-litre V6 petrol engine will be offered in two states of tune, with a Levante 350 capable of hitting 62mph from rest in 6.3sec on its way to a top speed of 151mph, and a Levante 430 managing the 0-62mph sprint in 5.2sec and going on to a top speed of

164mph. The diesel model also has a 3.0-litre V6 and can cover 0-62mph in 6.9sec and achieve a top speed of 143mph.

As well as these powertrains, the Levante is likely to borrow the Quattroporte's V8 engine for a range-topping performance version. A plug-in hybrid variant of the Levante is also planned.

The Levante features a dramatically sculpted bonnet, with a bold interpretation of Maserati's grille, a new design of tapered headlights split into two elements and large front air intakes. Maserati's trademark three air vents feature on the front wings. The SUV also has frameless door windows, a trapezoidal C-pillar featuring the Saetta logo seen on the Ghibli and other Maseratis, a spoiler mounted at the top of the boot and four exhaust exits.

The Levante is expected to cost from around £65,000 in the UK and is a crucial model for Maserati. Indeed, the rival to the Porsche Cayenne and BMW X5 could quickly become the firm's biggest-selling model as it looks to grow sales to 70,000 units by 2018. The first examples of the Levante have already rolled off the production line in Turin, Italy.

MATT BURT

Audis to save 4mpg after major quattro revision

AUDI HAS GIVEN its long-running quattro permanent all-wheel drive system a major engineering overhaul as part of its new philosophy of using 'predictive' technology to reduce fuel consumption.

The revised set-up is based on the original quattro system that uses longitudinally mounted engines. Audi engineers have fitted an electronic clutch to the rear of the gearbox to allow drive to the rear wheels to be

disengaged in fractions of a second. In order to further reduce drag, a second electronic clutch is fitted to the rear differential, allowing the rear wheels to spin freely when disengaged rather than turning the propshaft and thereby causing mechanical drag and increasing fuel consumption.

Audi claims this new quattro Ultra transmission will save an average of about 4mpg compared with today's permanently engaged quattro

set-up. It is also 8kg lighter than today's system.

Audi says the control system for quattro Ultra is "networked with a number of other control units". Every 10 milliseconds, the quattro controller "acquires and analyses a wide variety of data, including steering angle, lateral and longitudinal acceleration and engine torque levels", among many other things.

It can, for example, calculate the point at which a front

tyre is approaching the limit of its grip and within 0.5sec activate the all-wheel drive system. Quattro Ultra also uses information from the car's electronic stability control and an individual's own driving style. It even takes into account the external temperature and local weather conditions.

The new Ultra system offers the driver different command settings for the four-wheel drive system. Auto mode allows the car's management systems

to decide when and where to activate all-wheel drive. In Dynamic mode, more power is sent to the rear wheels "more quickly".

The first model to be fitted with quattro Ultra will be the new A4 Allroad quattro, which is launched this summer. It will then be rolled out on all longitudinally engined Audis that are equipped with either a manual or S tronic dual-clutch automatic gearbox.

The highest-powered quattro models will be offered with a torque-converter automatic and conventional permanent all-wheel drive.

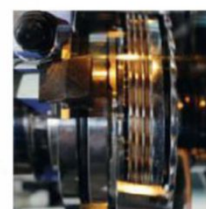
Audi says it has built around seven million cars equipped with the longitudinally mounted quattro transmission, which made its debut on the iconic 1980 Ur-Quattro coupé.

Including models with the part-time quattro system used by transversely engined Audis, more than 40% of all Audi models sold in 2015 had all-wheel drive. The biggest-selling all-wheel-drive Audi was the Q5 SUV, with 210,000 units sold.

Audi's new quattro Ultra four-wheel drive system



Rear clutch
Rear wheels can be disengaged from the diff in order to spin freely



Front clutch
To run in front-drive mode, the propshaft is disconnected

Hybrid LC will cover the 0-62mph sprint in less than 5.0sec



Lexus LC gets hot hybrid

LC500h performance coupé will have 354bhp from an all-new hybrid system; on sale next year

The Lexus LC500h 2+2 coupé will pioneer a new hybrid system when it goes on sale in mid-2017, promising to "deliver the sharpest and most refined drive yet from a full hybrid".

The so-called Lexus Multi Stage Hybrid System mates a 295bhp 3.5-litre V6 petrol engine with a four-speed transmission and an electric motor that utilises a continuously variable transmission that can deliver

six physical gearchange sensations to the driver. As such, the driver can 'change' gear 10 times, with the hybrid system matching itself with the engine revs to offer instant torque after each change.

Officials admitted that a dual-clutch automatic set-up was considered, but the new system is far more compact and therefore lighter and easier to package into the LC500h. The gearchange times of the system are also said to

match those of a dual-clutch automatic. Total system output is rated as 354bhp, and the LC500h can reach 62mph in less than five seconds.

Lexus Europe boss Alain Uyttenhoven said: "The engineers promise me that this will be a hybrid that will spin its wheels – even the LC's 21in ones – on dry asphalt. This is a hybrid system with instant torque and driveability."

The LC500h sits on Lexus's new GA-L platform, which

features high-strength steel and aluminium suspension components to reduce weight, as well as a multi-link front suspension system. Other weight-saving technology includes the use of aluminium mounted on a carbonfibre structure in the bonnet and wings, and carbonfibre in the roof structure.

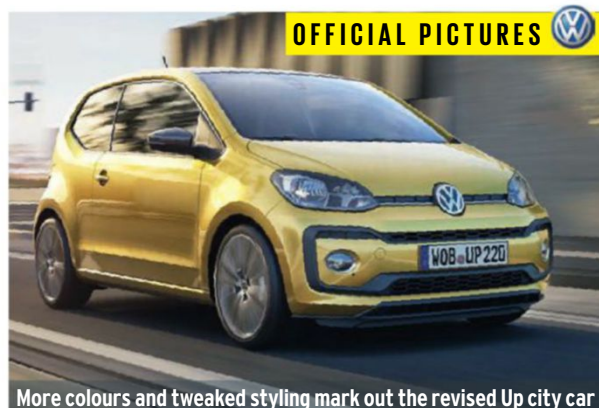
The LC500h is the second version of the LC to be revealed, following the flagship LC500, which is powered by

the same naturally aspirated 5.0-litre V8 engine that is already used in the RC F and GS F. The engine produces 467bhp and 389lb ft of torque.

Uyttenhoven said faster versions of both the hybrid and V8 models were possible but suggested that only one would be developed. He also hinted that a convertible LC is possible. Prices are expected to begin at around £75,000 when the LC goes on sale.

JIM HOLDER

More equipment and new style for revised VW Up



More colours and tweaked styling mark out the revised Up city car

VOLKSWAGEN HAS revealed a lightly facelifted version of the Up city car ahead of its Geneva motor show debut.

Among the changes are a tweaked exterior, a wider range of colour schemes, revised interior trims, an extended range of customising options, new smartphone connectivity options and a new 89bhp turbocharged 1.0-litre three-cylinder petrol engine.

The new powerplant complements the existing naturally aspirated 1.0-litre

triple. It delivers 89bhp and 118lb ft of torque at 1500rpm and will get the Up from 0-62mph in 10.0sec. Combined economy is 64mpg and CO₂ emissions are 102g/km.

The Up will continue to be offered with three and five-door bodystyles. The wider range of custom options include 13 body colours, nine exterior decals, three roof colours, 10 individual dashboard designs and a new ambient light option on upper-end models.

While the interior remains largely untouched, the Up now comes with the option of a multi-function steering wheel and Volkswagen's Pure Air Climatronic automatic air conditioning system.

VW now offers the Up with the option of USB and Bluetooth smartphone connectivity, as well as on-board computer functions via an app. Buyers can also specify a 300W Beats Audio sound system as part of a new Up Beats equipment line.

MEGANE ESTATE HOTS UP

Renault's Mégane Sport Tourer range will be crowned by this GT model when it goes on sale in 2017. It will have Renault Sport styling and four-wheel steering. The Mégane range will also spawn a three-door coupé model.



EAGLE SPYDER HAS LANDED

Eagle has revealed the third member of its Jaguar E-Type-inspired family, the Spyder GT. Up to six will be built, each costing £695,000. It will start as an E-Type which is then restored and modernised and offered with different engines.



New Scenic
has a sleek
low roofline

OFFICIAL PICTURES



Renault Scenic goes 'SUV-like'

RENAULT HAS PREVIEWED its all-new Scenic model ahead of the car's official debut at next month's Geneva motor show.

The new Scenic's proportions and larger-diameter wheels are said to draw inspiration from the R-Space concept, which was revealed at the Geneva motor show in 2011.

The fourth-generation Scenic has become more SUV-like than the previous Scenics of the past 20 years, a nod to the growing popularity of SUVs.

The concept featured rear-hinged back doors revealing a large single opening without a B-pillar,

but the production version has a more conventional five-door layout.

Concept car flourishes that do make production include 20in wheels and a low roofline. The front and rear tracks are also wider, to give lower, wider proportions to the car.

Head of Renault design Laurens van den Acker said: "We wanted the

new Scenic to break new ground. It is a sexier and more modern take on the MPV which carries over the outstanding modularity that has been paramount to the success of the model's three previous generations over the past 20 years."

OFFICIAL PICTURES



GT Line is a new range-topping trim; autonomous braking features

New face for 2008

PEUGEOT'S 2008 SUV has been given a mid-life makeover ahead of a Geneva show debut and UK sales in the summer.

The same engines as before are offered, but a new six-speed automatic transmission is available. There's also a new range-topping trim, GT Line.

Inside, available storage space has grown from a

maximum of 1194 litres to 1400 litres. An additional 22 litres of space is under the boot floor.

The 7.0in touchscreen system receives Apple CarPlay and MirrorLink functionality.

Among the new technologies fitted to the facelifted 2008 are an autonomous emergency braking system and autonomous parking.

Tester's Notes

Matt Prior



MG owners: women
think you prefer
your car to them



Menacing. There's nothing wrong with owning a menacing car, I suppose. If you're Batman.

It is, however, a curious word – menacing – to describe a luxury car. Bentley has just used it to characterise the appearance of the Mulsanne Speed – the fastest variant of its long, opulent luxury car that sits atop a proper-posh range.

It's a curious choice because, as if a car that says "I'm a gazillionaire property magnate or oil baron" wasn't enough, now it says "I'm a gazillionaire property magnate or oil baron in a bad mood". I'm not sure I'd want to say that about myself – which is, perhaps, why I'm not a gazillionaire property magnate.

But it makes me wonder: what does your car say about you? Or, more pertinently, what do you *want* it to say about you?

I dimly remember a TV programme from a long time ago. Three cars were presented to a panel of women and a

The Jeep driver is seen as the roughy-toughy type who is equipped to deal with life's ills

question posed: which of these cars' drivers do you think you'd find most attractive?

One car was a crusty old British classic. An MG, perhaps. Another a sports car you'd describe as 'flashy' (although I forget which). The third option was a Jeep.

There was firm consensus: the MG owner will spend every weekend getting oily and the sports car driver will be a preener. The Jeep driver is the swoon-worthy roughy-toughy kinda bloke equipped to deal

with all of life's ills, whether that be a zombie apocalypse or a mild economic downturn.

And despite all the welcome advances of feminism and equality in the (probably several) decades since this programme aired, there may still be something in that. I will not pretend that vanity plays no part in me preferring to be seen in a Land Rover Defender than an Audi A4. And I still maintain that the rise in popularity of the hipstery beard is linked to the credit crunch. "Yes, I may lose my job at a creative agency, darling, but see my Leif Erikson growth. If the Hoxton flat is repossessed, I will build us a shelter and wrestle deer."

Thinking back to that Bentley, I wonder, too, if British cars today say more about their drivers than cars from most other nations. Whether 'our' cars have more, for want of a better word, personality – due, perhaps, to the fact that we no longer make 'ordinary' cars, except those built here by overseas manufacturers. A Honda Civic, even one built in Swindon, says not a great deal about its driver. A Land Rover, though? Absolutely it does. A Caterham or an Ariel or a Radical or Rolls-Royce? No question. And I think that's something to be proud of – even if the message is: "I'm an oligarch who's on my way round to put up your rent by 300%."



Supercar drivers think "I'm cool"; they're really seen as peacocks

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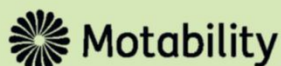
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Official fuel consumption for the ŠKODA Octavia Hatch range excluding vRS 230 and SE Business in mpg (litres/100km): Urban 34.0 (8.3) to 72.4 (3.9), Extra Urban 52.3 (5.4) to 88.3 (3.2), Combined 44.1 (6.4) to 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Hatch range excluding Octavia vRS 230 and SE Business: 146 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.



A Week In Cars

Steve Cropley



Are there any good alternatives to a used Cayman for £35k?

MONDAY

"The diesel's future begins in the new Mercedes-Benz E-Class," says a confident-sounding missive from the Three-Pointed Star that landed on my desktop today. It explains, in irresistibly simple language, that a key feature of the new E-Class range is a family of lighter, cleaner, more powerful diesels that will deliver yet more cuts in CO₂ output – already halved across the Merc fleet since 1995. We see lots of news releases in our job, but I tend to take more notice of Mercedes' claims than most. They are written with care and authority, as if the writers not only understand the company's core philosophy but also helped to create it.

Too often you have to wade through yards of casually researched agency-speak for your info. (On the way, you find yourself speculating more on the size of the agency's invoice than the subject at hand.) I do wonder why those at the top of the car game don't try harder to match the quality of their cars with the quality of their official words. Seems awful to engage thousands of engineering 'lions' to create the finest cars going and then engage a few

I'm looking for a single car that's quick, agile, fun, long-legged and reliable for under £35k. Any ideas?

wordsmith donkeys to explain how you did it.

TUESDAY

Taking a few days off, which means that in spare time my attention turns as usual to car selection. I'm trying to think of a single car that'll do everything I want and get inside a budget

of £35,000. Here's the recipe: the car has to be quick enough for hillclimbs and agile and compact enough for autosolos. It has to be fun to drive every time my backside hits the seat, but also long-legged enough to take on holiday with Herself (which also probably means it needs a decent boot and is weatherproof).

I don't want some fragile classic – I've pushed enough cars and seen enough rust flakes for a lifetime – but it has to be 'interesting' enough to give a good account of itself at the various Breakfast Clubs springing up around the country. I especially enjoy them. Oh, and it must be reliable and relatively easy to own so it can be run on a hack's stipend.

For many, the answer will



Joe Greenwell, CBE, a leading light in the car industry, has retired

instantly be a used Porsche, probably a Boxster or Cayman, which, I admit, is where the value-versus-capability-versus-name appeal reposes. It's a resounding tribute to the marque's creators that its cars come so quickly to mind. But we've owned a second-hand 911 and another would seem a defeatist choice. Surely there's something else?

WEDNESDAY

Glad, in a way, to have had an opportunity today to reassure myself about the continuing supremacy of personal transport by car. All it took was a 200-mile return trip to London at the pleasure of the newly renamed Great Western Railway. Now, where are my keys?

THURSDAY

The UK's car business is very much the poorer this week for

the retirement of Joe Greenwell, CBE, former chairman of both Jaguar Cars and Ford of Britain, whose most recent achievement has been to found the Automotive Investment Organisation (AIO) – a £3 million government-backed body aimed at attracting inward investment to this country – and to run it with impressive success for its first 18 months.

Greenwell, who has probably had a greater selection of high-powered car jobs than anyone in living memory, set the AIO the goal of saving or creating 15,000 jobs in three years. The target was hit in just two, at the end of 2015, and better still, Greenwell says, much larger targets are moving into view. Now he's decided to take more time for his own pursuits. The industry, and especially thousands of its recent recruits, owes him a giant debt of gratitude.

And another thing...

Why the train trip? To visit the Science Museum, where I saw JET 1, the 1940s Rover that first used gas turbine power and one of my lifelong hero cars. Always wondered what it looked like from the rear. Now I know...



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FIRST DRIVES

This week's new cars

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Mazda MX-5 Sport Recaro

18.2.16, Lincolnshire Can a special edition really be worth an extra £1000? This one can

Mazda has a long history of churning out special editions of the MX-5, something that hasn't changed with this fourth-generation car. This Sport Recaro variant is based on the 2.0-litre Sport Nav model, plus additional equipment and more aggressive looks.

As you'll guess from the name, it also contains a pair of Alcantara-trimmed Recaro sports seats with a matching trim panel on the dashboard. Alloy pedals and a Bose sound system round off the interior.

The bigger changes come externally, though. They include new diamond-cut 17in alloy wheels, standard metallic paint, a bodykit in gloss black and a small spoiler on the bootlid. Although there are no mechanical changes, it has the Sport Nav's Bilstein shocks, stiffer springs, front strut brace and limited-slip differential.

While some may be disappointed there isn't more power or a sharper focus to the handling, the MX-5 remains a joyous thing. Despite

riding on sports suspension, there's more body roll than you might expect – something that can seem a little odd at first. However, the more time you spend behind the wheel, the more this makes sense. Thanks to the body being allowed to move, you really feel the mass of the car shifting around. This makes you think hard about how you drive it.

You soon learn to use the weight transfer to pin the nose to the ground on corner entry to allow the tail to become mobile. You have to wait to jump back on the power, though; there's not really enough to overwhelm the rear tyres in the dry.

Get on it too early and you'll get a fair amount of understeer. Balance it right and you feel the tail moving oh so slightly, helping you round the corner. You have to work at it, but it's rewarding when everything clicks.

If you're new to rear-wheel drive, this is an excellent car in which to learn. Well-judged stability control helps; you'll be travelling very quickly in the dry before you feel it cut in and it's subtle when it does.

A word of warning, though: should you decide to switch the DSC off, the short wheelbase means the tail can step out abruptly. At least there's plenty of lock on the fast-acting steering rack to help you to catch it.

The motor may not be the most powerful thing around, but it's certainly eager. It'll happily rev around to its limiter, making a rorty noise in the process. It's easy to keep

There's more body roll than you might expect, but it makes you think about how you drive it



New 17in alloy wheels and tiny bootlid spoiler help to mark out Sport Recaro edition



Simple cabin features Alcantara highlights on the dashboard as well as the Recaro seats. Short-throw gearchange makes swapping cogs a genuine joy



The engine develops only 158bhp, but it loves to be revved and pulls from just above idle. The boot is small but can cope with weekend bags for a couple

it on the boil thanks to a short-throw gearchange that's a delight to use.

Even if you short-shift, the car's sub-1100kg weight (including a driver) means it'll pull from a little over 1000rpm without fuss. This helped it to achieve indicated economy of more than 40mpg, if the trip computer is to be believed.

Our only real complaint is that the MX-5 can start to feel a bit scruffy

when you're really pushing it hard on track. It's very much a car that prefers to be driven a little within its limits.

Inside, shorter people won't have much difficulty getting comfy; taller drivers may struggle a little, though. This isn't helped by a steering wheel that adjusts for rake only.

The Recaro seats do an excellent job of keeping you pinned in place and even prove comfortable after

a whole day of driving. They're heated as standard, which is nothing short of bliss on a cold winter's day in a convertible.

You are acutely aware you're in a sports car, though. At a motorway cruise there's plenty of road and wind noise, while the ride is firm, if not uncomfortable. Still, you don't buy something like this for a limo-like ride and supreme refinement.

Although the Sport Recaro is the priciest fourth-generation MX-5 yet, you can argue that it represents fair value. It may be £1000 more than Sport Nav trim, but its extra kit would cost much more if bought separately. Furthermore, some of the equipment is exclusive to this limited edition.

Ultimately, if you're tempted by the 2.0 Sport Nav, we'd shell out the extra £1000 for the Sport Recaro. Whether or not it makes a better sports car than the base 1.5-litre MX-5 on standard suspension and smaller wheels is a whole different argument, but whichever model you go for, you'll have an absolute blast.

ALAN TAYLOR-JONES



MX-5 is great fun and feels more at home being driven within its limits on the road



MAZDA MX-5 SPORT RECARO

Relatively expensive but still decent value; the 1.5 remains purer to drive, however



Price	£24,295
Engine	4 cyls, 1998cc, petrol
Power	158bhp at 6000rpm
Torque	148lb ft at 4600rpm
Kerb weight	1075kg
Gearbox	6-spd manual
0-62mph	7.3sec
Top speed	133mph
Economy	40.9mpg (combined)
CO ₂ /tax band	161g/km, 27%

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Model Shown: Civic Limited Edition 1.4 i-VTEC Manual in Brilliant Sporty Blue Metallic at £14,995 On The Road (OTR) including £2,000 customer saving applied to the original OTR price of £16,995. **Terms and Conditions:** New retail Civic Limited Edition 1.4 i-VTEC petrol ordered from 04 January 2016 to 31 March 2016 and registered by 31 March 2016. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. Not to be used along with any other offers currently available. **Customer Saving:** £2,000 customer saving off the On The Road price. Customer saving of £2,000 inc VAT will be applied to the retail invoice. Applicable to Civic Limited Edition 1.4 i-VTEC models.

QUICK FACTS

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BMW X5 xDrive40e M Sport

19.2.16, Wales Plug-in hybrid power propels BMW's big SUV higher up the company car shortlist

Hybrids can be a great tax wheeze if you're a company car driver. Take this new BMW X5 xDrive40e: if you buy one of these instead of a diesel X5 30d, you'll more than halve your company car tax bill, thanks to its tax rating of just 13% compared with 29% for the 30d.

This is a plug-in hybrid, too, so after a three to four-hour charge – depending on whether you're using a domestic plug or a proper charging station – the 9.0kWh battery will power the motor for up to 19 miles of silent all-electric running. That makes the school run considerably cheaper.

What's the catch? Well, BMW claims a combined economy figure of 85.6mpg for the 40e, but only someone wearing a lab coat and wielding an esoteric machine that goes 'ping' will register that figure. Also, the batteries are heavy and can blunt the driving experience and they create packaging issues, to the extent that the 40e has a smaller, 500-litre boot and only five seats rather than the option of seven.

So is it worth shelling out the £2500 premium for the 40e, or would you be better off playing it safe and going for the 30d instead?

Well, you'll notice a difference between the two straight away, because when you switch the ignition on, the 40e defaults to its Auto eDrive mode, which tries to use the electric motor as much as possible and engages the 2.0-litre petrol engine only when necessary. It does the usual electric motor thing of providing plenty of instant torque while whisking you along in uncanny silence as you amble around town. You have to be judicious with the accelerator pedal, though, and keep your speed below 44mph, or the engine will fire up.

When it does, it cuts in smoothly and makes the 40e usefully quick, matching the 30d for acceleration and feeling livelier thanks to the engine's eagerness to rev. It doesn't have quite as much peak torque as the 30d, but the dual power sources help to spread what it does have over a wider range, and with more top-end

power, you don't spend long in the danger zone when overtaking.

If you have enough charge left in the batteries, you can switch it to the Max eDrive mode, which runs on electric power up to 75mph. But if you do that speed, you'll get nowhere near the claimed 19-mile battery range – and, surprise, surprise, that 85.6mpg claimed figure isn't doable, either. On our trip to north Wales, we couldn't get much more than 25mpg, even when we were being sensible.

On stunning Welsh roads, the 40e served up some typical X5 dynamic extremes. Our M Sport model on adaptive dampers offered great body control for a 2.3-tonne car, happily resisting lateral g-forces and soaking up mid-corner bumps.

Unfortunately, the steering's poor weighting and the front wheels' tendency to tramline engender distrust, which, combined with the grabby regenerative effect of the brakes, discourages you from using all of the chassis's strengths.

It's a tale of two halves inside, too. The cabin is superbly made and hard

to fault ergonomically but the ride gets quite busy at times, and wind and road noise at speed diminish the 40e's effectiveness to cosset over longer distances.

You'll need to do the sums to see if this petrol-electric X5 will give you any payback over a 30d, but the short answer is that if you're not a company car user and you spend most of the time on the motorway, the chances are that it's not for you.

The X5 40e is great in many ways, but its weaknesses prevent it from being the automatic petrol-electric SUV choice. The more practical Volvo XC90 T8 is certainly worth considering as well. If you're in the market for such a car, look out for our forthcoming group test, when we'll pronounce definitively which is best.

JOHN HOWELL

BMW X5 XDRIVE40E M SPORT

Offers fiscal benefits to company car users, but most people will get better real-world economy in a 30d



Price	£56,705
Engine	4 cyls, 1997cc, turbo, petrol, plus electric motor
Power	309bhp at 5000-6000rpm
Torque	332lb ft at 1250-4800rpm
Gearbox	8-spd automatic
Kerb weight	2305kg
0-62mph	6.8sec
Top speed	130mph
Economy	85.6mpg (combined)
CO ₂ /tax band	77g/km, 13%



Plug-in hybrid kit cuts boot capacity to 500 litres and there's no seven-seat version; ergonomics are good and it feels solid inside

TESCO

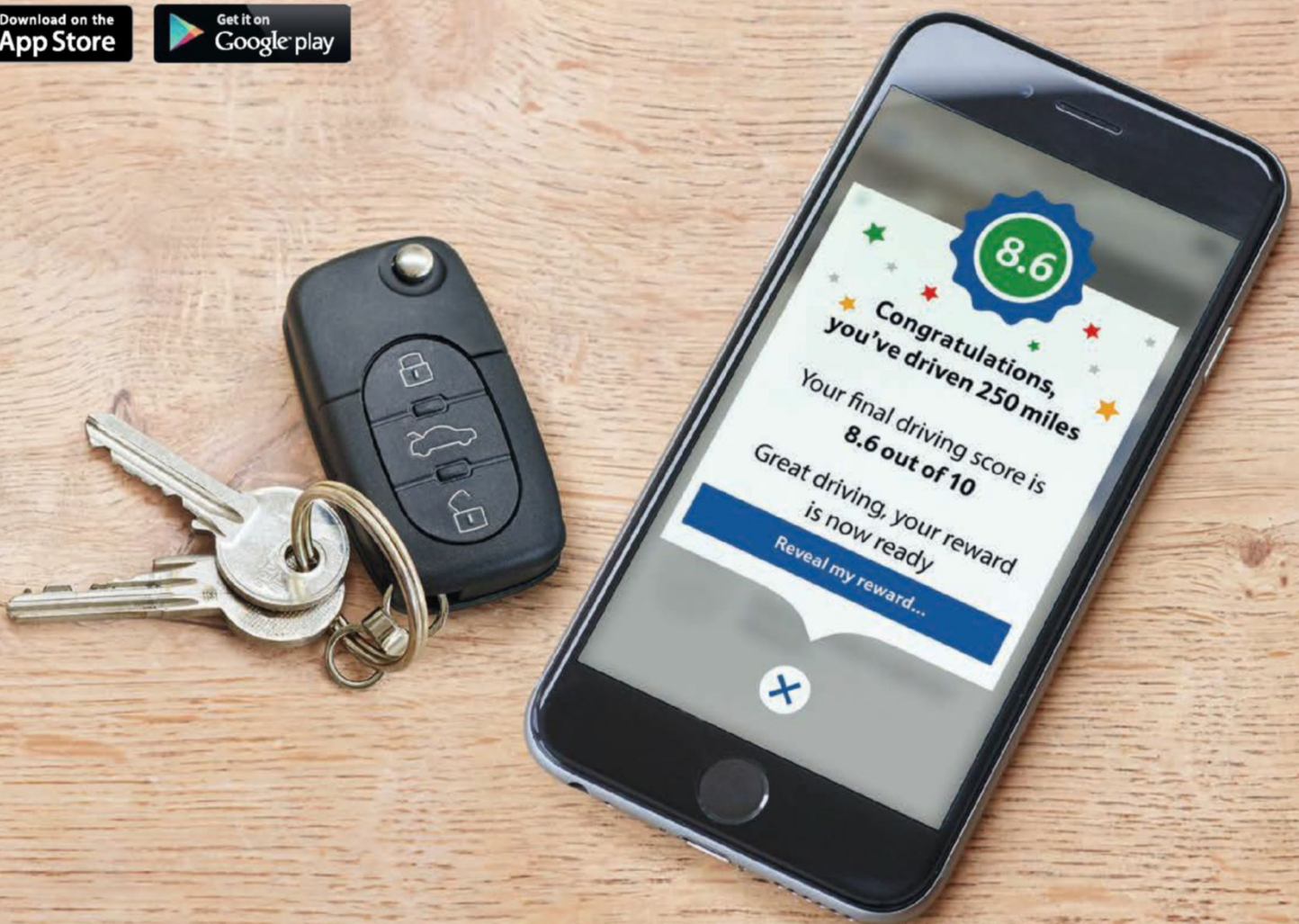
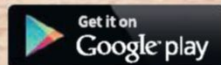
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Skoda Superb 2.0 TSI 280 4x4

12.2.16, Surrey Four-wheel drive and a 276bhp engine put new ability at the Superb's disposal

You won't find a Q-car that comes any more cloaked than this Skoda Superb 2.0 TSI 280 4x4. You'd need to be an Mi6 recruit to spot the twin exhaust tailpipes poking out from beneath the rear bumper of Skoda's big liftback – the only clues to its extra potency.

That extra muscle comes courtesy of the 276bhp turbocharged 2.0-litre petrol engine that once powered the Seat Leon Cupra 280, and it's coupled to permanent four-wheel drive and a quick-shifting six-speed dual-clutch automatic gearbox.

Those are handy attributes, because they pretty much guarantee no bogging down, flurries of wheelspin or fluffed gearchanges when you're wiping the smiles off spotty-faced youths in hot hatches as you disappear away from the lights.

For all but the exhaust, the 280 4x4 is identical, inside and out, to any other Superb of the same trim. Even the 4x4 badge on the tailgate isn't unique. So not only will everyone else be surprised by its pace, but there's a good chance you will be, too.

You see, even when you've studied the form book and know it'll crack 62mph from a standstill in 5.8sec, there's something about its ordinary demeanour that lulls you into a feeling of nonchalance about its potential. When you do give it some beans and it rockets off at a proper old lick, initially your brain questions it, and then delights in the experience. To the outside world, this is transmitted as a smile.

It really is a lovely engine. It's quiet and smooth when you want to hang up the 'do not disturb' sign and cruise – something that's aided by a supple ride when you switch the optional adaptive dampers to Comfort and let it waft you along on a (mostly) magic carpet ride. Then, when you rev it out, it develops a gravelly four-pot growl, reminiscent of an early 1990s Peugeot 405 Mi16, minus the induction roar.

Like those old Peugeots, this Superb has plenty of top-end power, which it's very willing to dispense thanks to a rev-happy character. Conversely, and unlike the peaky

Mi16, the sizeable turbo adds a healthy slug of bottom-end shove from around 1500rpm, as well as a solid mid-range.

Where this Superb isn't quite so good is in the corners. Even when you flick the suspension into Sport mode to stiffen it, you'll never find the finesse or body control that a BMW 330i M Sport serves up.

The Superb still leans quite heavily through turns and the steering is pretty numb, but its good gearing does at least make it feel direct. It also weights up too much in Sport mode, so it's good that you can mix and match the settings and slacken it off using the Individual mode.

Although the Superb can't offer the handling thrills of the 3 Series, it's just as quick as a 330i, and the grip you get from the four-wheel drive system should make up for its dynamic shortfalls elsewhere.

When you're not pressing on, you can enjoy the Superb's other talents as an excellent family hack. The cabin is as roomy as anything you'll find this side of a Mercedes-Benz S-Class,

and the fit and finish aren't far off one, either. Granted, there's little fanfare to the way it's styled, but you can't fault the usable layout or the excellent materials.

Although this Superb costs nearly as much as a 330i M Sport, doesn't handle as sharply, drinks more fuel and emits more CO₂, this is one of those cars that has something – that 'thing' which makes you want one, in spite of the overwhelming stack of evidence against it. It has a Jekyll and Hyde aspect that is surprisingly enjoyable – a smattering of lunacy trying to break through all the sensibleness of what is a hugely practical, comfortable car and a fine motorway cruiser. In a few years' time, when it's cheaper and looking handsome on a forecourt somewhere, it would be even more tempting.

JOHN HOWELL

SKODA SUPERB 2.0 TSI 280 4X4 DSG

Mixes performance and sensible qualities endearingly well, but its price counts against it



Price	£31,020
Engine	4 cys, 1984cc, turbo, petrol
Power	276bhp at 5600-6500rpm
Torque	258lb ft at 1700-5600rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1540kg
0-62mph	5.8sec
Top speed	155mph
Economy	39.8mpg (combined)
CO ₂ /tax band	160g/km, 27%



Comfort, space and a sense of quality are all evident inside; what it lacks in handling finesse, it makes up for in straight-line pace



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PRICE £14,199
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Suzuki Swift 1.2 4x4 Dualjet

5.2.16, Surrey Fuel-efficient 1.2-litre petrol engine and all-wheel drive come to the engaging Swift

The updated all-wheel-drive version of the popular Suzuki Swift supermini now features Dualjet technology on its 89bhp 1.2-litre petrol engine. However, going for this more efficient 1.2 with four-wheel drive restricts you to one trim: range-topping SZ4.

The Dualjet engine sends its power to the wheels through a permanent four-wheel drive system, which can direct additional torque to the rear wheels when needed. It gets twin fuel injectors, which are positioned close to the engine inlet, allowing for better fuel optimisation. The changes improve fuel economy by 7.5mpg and reduce CO₂ emissions to 111g/km, helping to drop the VED rating to band C.

In an effort to set the 4x4 apart from its front-wheel-drive siblings, the ride height has been raised by 25mm. It also gets front and rear skid plates and extended wheel arches, adding some all-terrain design cues.

With all-wheel drive traction, the Swift 4x4's handling is further enhanced over the already competent standard car's in poor conditions. It clings to the road well, suffering understeer only when pushed hard. Body lean is neatly contained and the steering is accurate and precise, making the Swift an absolute hoot along twisty roads. Ride quality is pretty good, too, and only rougher surfaces disturb your journey.

The 1.2-litre engine is mated to a five-speed manual gearbox. There's enough power at the ready most of the time, but on motorways you will need to shift down a gear or two for overtaking. That's no hardship, because the gearbox is slick, accurate and easy to use. However, the engine would benefit from a sixth gear, because it sounds strained in fifth at motorway speeds. Combined with a lot of road and suspension noise, this means that motorway journeys can be tiresome.

Inside, Suzuki has done a good job of trying to disguise the hard plastics used for the dashboard with splashes of satin-effect trim. The instrument cluster is clear and most of the buttons on the dash are easy and intuitive to use. The sat-nav is simple, but the graphics look a little dated compared with those of the latest supermini systems.

Even with the driver's seat at its lowest position, you still sit rather high up. However, combined with large glass areas, visibility is excellent. Taller drivers will appreciate the amount of head room on offer, and reach and rake adjustability for the steering wheel make it easy to get comfortable. Overall, the cabin feels roomy, although there is a shortage of cubby storage and cupholders.

Rear leg and head room are more limited and only fit for short journeys for a couple of adults. The boot is deep and well shaped, but the lip

is exceptionally high, making it awkward to load heavier bags.

The Swift 4x4 may possibly be the answer to a question very few people have asked, but it's a fun, generously equipped, well-made supermini with the security of all-wheel drive. Buyers will also benefit from the tax savings brought by the cleaner Dualjet engine.

The Swift has few direct competitors, is cheap to buy and has low running costs, even if it is likely to retain only a little over one-third of its value after three years. That said, the slightly more expensive Fiat Panda 4x4 is predicted to hold on to even less, and that should count in the Suzuki's favour when it comes to personal finance.

MATTHEW GRIFFITHS

SUZUKI SWIFT 1.2 SZ4 4X4 DUALJET 5DR

Appealing runabout that handles well, has plenty of kit and offers extra all-weather traction



Price	£14,199
Engine	4 cyls, 1242cc, petrol
Power	89bhp at 6000rpm
Torque	88lb ft at 4400rpm
Gearbox	5-spd manual
Kerb weight	1095kg
0-62mph	13.4sec
Top speed	103mph
Economy	58.8mpg (combined)
CO ₂ /tax band	111g/km, 17%



Elevated ride height and skid plates mark out the 4x4, as does surefooted handling; range-topping SZ4 trim is the only choice here





This was never supposed to get political, but it appears David Cameron has other ideas. On the day that we gather together the six hatchbacks that represent what's left of the

British volume car industry in 2016, the British prime minister comes on the radio to announce the particulars of the bones thrown to British voters in order to keep the UK inside the EU. They don't sound like particularly juicy bones. That funny whistling noise must be the sound of Nigel Farage rubbing his hands together.

The cars I'm looking at, collected in a gravel car park in rural Surrey, seem to me more like reasons to vote 'in' than 'out'. Nissan Qashqai, Honda Civic, Mini Clubman, Vauxhall Astra, Toyota Auris and new Infiniti Q30: it's easy to forget that we still make so many big-hitters. It's harder to forget, though, that every one of them has germinated and flourished with Britain well and truly in the 'in' camp, entirely open to the grand European project. With various car industry bosses already threatening to 'reconsider' their UK manufacturing operations in the event of a 'Brexit', changing the status quo would seem to put the existence of most of these cars at risk, or at least risk forcing their factories overseas.

Still, no more politics today – just cars. If things go badly, 2016 could be the last year in which the UK still makes a sufficient number of £20,000 five-door family hatchbacks to fill eight pages in this magazine. Given that we've just had another one join the ranks, what better excuse to decide which is best? It has not been possible to buy a family car built in Britain by a wholly British-owned company for more than a decade, but you can still put your money to work for the protection of UK jobs, the UK supply chain and the general health of the UK economy. So – assuming you want to, even if only for argument's sake (calm your politico letter-writing fingers, dear reader) – what's the best car with which to do it?

Our plan is to start this test with some driving and photos here at our 'home' test track, before driving all six cars about 70 miles south-west to the winding roads of the New Forest. Tomorrow, we'll wind up at Southampton Docks for a final rendezvous at the place where British-built cars leave our shores for export markets in their hundreds of thousands every year. By then, after much back-to-back comparison and the usual razor-sharp live road test analysis, I'm hoping the Jersey cream will have risen to the top of this mixed-up group.

And how mixed up it is. We're dealing with cars from several niches of the market here, designed to appeal to quite different customers and address quite different missions →

LOCAL HEROES

British-owned volume car makers may be long gone, but with the new Infiniti Q30, the British-built hatchback ranks are swelling. So which is the UK's best locally assembled £20k five-door? **Matt Saunders** decides

PHOTOGRAPHY LUC LACEY



Auris inclines you to drive gently for economy or thrash it for merely brisk progress

← and tastes. The Civic, Astra and Auris sit comfortably enough as fairly traditional volume-brand family five-doors, but the Qashqai, Q30 and Clubman all depart in less traditional directions in the pursuit of premium-brand allure or crossover-styled trendiness or added-value practicality – or all three. We may need more than one winner. Or maybe we won't.

INFINITI Q30 VS NISSAN QASHQAI

First up, we'll explore a curiosity I've been harbouring since doing our full road test on the newest car here: the Infiniti. If Nissan's top brass wanted to create an upmarket hatchback for its emergent premium brand – particularly one with a

'The 1.5-litre diesel engine seems just a little better isolated in the Infiniti'

raised pseudo-crossover ride height and hip point, both of which the Q30 has – why wouldn't it start with the very highly developed platform of the class-leading compact crossover that it already has, instead of licensing one from Daimler that, frankly, doesn't seem as good?

Questions like this are commonly kicked about at Autocar HQ and aren't often answered. We're supposed to accept 'just because' as a reason, like some petulant six-year-old being scalded by his nan. I dare say the Mercedes-Benz MFA platform is lighter and stiffer than the Renault-Nissan Alliance platform in question and compatible with many more of the latest active safety technologies

that marketing people consider key for a premium product. But right now, those advantages don't seem to amount to much.

Infiniti has created a car here that has exactly the same big-volume diesel engine as the Qashqai but doesn't ride, handle or steer as well as the Nissan and isn't as comfortable or as spacious. It's as plain as can be. The Q30 is a pleasingly soft-riding thing on its standard suspension settings, but it isn't nearly as supple or skilfully damped as the Qashqai. It rolls harder than the Nissan and doesn't steer with anything like the same consistency of weight or pace.

The Qashqai's major controls all feel more carefully honed and



are easier to use than the Q30's, in fact, and the Nissan's cabin is considerably roomier up front and in the back. The Q30's cabin is presented in much less plain and ordinary fashion, and on some of the other points we must accept that we're not quite comparing apples with apples. There's a QX30 in the pipeline that'll allow us to do that more properly later. But the QX30 will need to be more than just bigger inside to correct all of that.

We're on the road now, headed towards the M3 for the beginning of our trip south-west. One thing you can praise the Q30 for is refinement. The 1.5-litre diesel common to both the Q30 and the Qashqai seems just a smidgen quieter and better isolated in the Infiniti. The engine is a bit laggy down low and feels slightly weak when revved beyond 3500rpm, but it redeems itself with a useful slug of torque between 2000rpm and 3000rpm, which is enough to propel either car along with decent conviction. By a whisker, it's more pleasant to interact with in the Qashqai, due to the Nissan's superior gearshift quality. But it's not really an outstanding selling point in either car, there being more frugal, more tractable and more powerful motors elsewhere in our group.

And, to revisit the mysterious platform strategy one last time, the Q30 also manages to be less

economical and less CO₂-efficient than the Qashqai, as well as heavier and slower – all according to manufacturer claims. Go figure. Needless to say, the Nissan wins our contest of sibling rivals hands down.

VAUXHALL ASTRA VS TOYOTA AURIS

Fleet services is currently earning itself a special place in the affections of the road testers on our trip because it has a drive-thru coffee shop. You can therefore take on many hundreds more calories than any hot drink ought to contain without needing to leave the comfort and warmth of your brand-new borrowed test car. Most agreeable. After that, being expected to get out and pump your own fuel seems a bit of a liberty, but it's one we endure, before shuffling between cars and pressing on towards the south coast.

Now to turn to the closest thing to direct rivals within this group: last year's all-new Astra and the Auris. They're not a perfect match, the Vauxhall being powered by a 1.6-litre diesel engine that can safely be considered the outstanding powertrain in its range, and the Toyota a 1.8-litre petrol-electric hybrid. And yet the cars have identical peak power outputs, they're within £500 of each other on list price and both promise to top 70mpg. Although they're both doing everything they can to convince →



Honda Civic



Solid, simple and quietly classy inside; rear seat bases tip up for a useful cargo space

Infiniti Q30



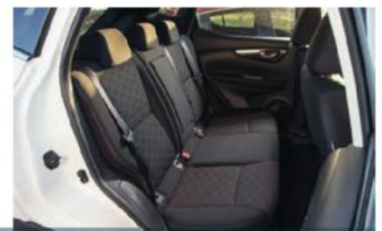
Upmarket ambitions are readily apparent, but it's less roomy than its Nissan sibling

Mini Clubman



You'll know instantly whether or not you like its distinctive look; rear is best for two

Nissan Qashqai



Space and practicality are built into an interior that also has decent feelgood factor

Toyota Auris



Auris feels soundly assembled inside but there's limited space, especially in the back

Vauxhall Astra



There's almost as much space here as in the Qashqai, a modern look and lots of tech



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Mini Clubman tries to cater for both the keen driver and a family's needs but is too highly strung dynamically; Astra has a fine engine and good handling, yet it lacks polish

← us otherwise, these are meat-and-potatoes cars. The Auris's styling may be exaggerated and unusual, but underneath it's as ordinary as hatchbacks get – in spite of the hybrid powertrain. The Astra, by contrast, has many of the ritzier trims and touches of a premium product. It looks nice enough. And yet it ends up conjuring up about as much desirability as a pair of Marks & Spencer long Johns.

A nice pair, mind you. I'll admit to having higher expectations of the Astra than the Auris. My only exposure to the Vauxhall until now was with a 1.4-litre turbo petrol model. With the more fleet-friendly 1.6 CDTi, the car places itself inside the top three here for outright power, 0-62mph performance and claimed fuel economy. It ought to be a contender, then.

And in some ways it is. Its cabin rivals the Qashqai's on passenger space thanks to some very clever packaging. It's great value, too. It feels very modern and generously equipped inside, getting an impressive 8.0in infotainment and navigation system as standard, as well as an in-car 4G wireless hotspot, and yet it still pitches in as the cheapest car on test.

The Astra's engine feels strong and flexible, and the more you ask of the suspension, the more creditable the handling seems. The car grips hard,

pivots keenly underneath you and always keeps firm control of its body over bumps and through corners. All in all, it feels like nine-tenths of a very good car – but ultimately an unfinished one.

For all of its strengths, the Astra's lack of refinements consistently reminds you that it's a relatively downmarket product next to most of the cars with which we're comparing it. The car's ride is noisy, fidgety and just a little bit wooden. Its controls feel springy, sticky and grabby where others feel more polished and smooth. Its driveline is a touch coarse, with clunkiness and shunt in evidence at low speeds, and some of the interior plastics look cheap, and others will bend and creak when you touch them, with moulding flash lines in evidence here and there, too.

That the Auris feels more solid, more robust and better finished inside wins it a certain number of points, but that lead is surrendered and then some as a result of the car's relative shortage of interior space and general ergonomic malaise. I can't remember the last time I drove a full-sized hatchback that didn't have any reach adjustment on the steering. The Auris's column adjusts for rake angle, but just as they might have done in a 1990s Corolla, taller drivers are made to choose between sitting too close to the pedals or too far from the wheel. Endearing, it ain't. Even

'The Astra feels like nine-tenths of a very good car – but unfinished'

if you do opt for being too near the pedals, the space left for back-seat passengers is disappointing, and the boot is even-stevens with the Mini's as the smallest here.

On the road, the Toyota does many things reasonably well, but the effect of that hybrid powertrain is to completely polarise the driving experience: you're either tickling the car along as slowly, serenely and economically as possible, or you're torturing it right up to what feels like the limit of mechanical endurance in an attempt to make remotely brisk progress. The Auris Hybrid has no middle setting.

Risk a moderate throttle position on anything approaching an incline →



Of these six, five have standard hatchbacks; Mini ploughs its own twin-doored furrow

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M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
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MASERATI Ghibli 3.0 DIESEL » 312 BHP
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Q30 is more about ride than handling; Civic shows some pliancy and crisp responses

← and it'll leach speed and momentum like a 50cc moped. Fail to drive it as if Miss Daisy were on board and you can forget about class-leading economy, or anything close to it. Almost two decades on from the launch of the original Prius, this is still the reality of the Toyota hybrid driving experience. And although the early signs may be encouraging, it remains to be seen if the new Prius can meaningfully change it.

HONDA CIVIC VS MINI CLUBMAN

Having found comfortable beds and a fulsome breakfast nearby, we're out on the lanes of the New Forest early on day two of our test. The corners are narrow and often bumpy and the

'The Civic is substantively different. As a result, it works better as a hatchback'

speed limits decidedly unpredictable, while the locals tend to have hooves and aren't so well versed in the Green Cross Code. Here, where the one car I expected to excel on more testing roads is showing its limitations, another one I've barely regarded at all since including it in our line-up is reminding me of its class. The Clubman appears to offer the best of both worlds to keen drivers with typical lives to lead: lively, engaging performance and handling with enough space and convenience for the kids and the travelling clutter. A nice idea. But driving one soon makes you realise that, however you might regret it, you don't want your everyday car to ride and handle quite like a Mini. Well, I certainly don't.

The weighty, staccato gearshift, extra-direct steering, fast handling responses and high grip levels combine to make it a much more engaging drive than anything else here – and 148bhp and 243lb ft play their part as well. The Mini is fun. But grown-up family five-doors have to be more than fun, and not long after enjoying a merry flit around a few empty B-roads, I'm not sure I want to take it home and really use it.

The car's ride, on Bridgestone run-flat tyres, is noisy, short and abrupt. Its seats are hard and flat and a wearing stretch downwards to get into. Its boot, although clever, still isn't quite as big as it ought to

be, and, from the downsized rev counter to those twin back doors, it's full of features that are quirky but don't work as well as they might. Will most owners care? Not much, I dare say. Charm and desirability, those intangibles that the likes of the Astra and Auris so tellingly lack, carry the car a long way. As does the quality of its fixtures and fittings.

But how many Clubman drivers, you wonder, would be able to park up next to something so unassuming as a Civic and then be able to stand back and point to the really innovative car? Beneath the Honda's oddball styling lies evidence of some genuinely liberated thinking: a fuel tank moved forwards under the front seats, a flip-up second row useful in all sorts of ways, and a very large boot. The Civic is substantively different, not superficially so, and works better as a hatchback as a result.

To sit in, the Honda feels strange to begin with. You perch slightly high and, with four instrument displays in front of you, don't quite know where to direct your attention to first. But these are much bigger bugbears for a road tester than they would be for an owner, I reckon. They're unusual, but you'd get used to them. Elsewhere in the cabin, the Honda's materials and switchgear look and feel solid, simple, robust and quietly classy.

Its 1.6-litre diesel engine is a touch noisy from cold, but it settles to a →



Qashqai has well-honed damping and its engine responds well in its mid-range, so it's relaxing to drive; drivetrain means the Auris sometimes isn't, but it does many things well



Home run: Astra is made at Ellesmere Port, Auris at Burnaston and Civic at Swindon



◀ cruise that's fairly quiet, and the combination of flexibility, outright punch and real-world economy it delivers is genuinely appealing (an easily achieved real-world 60mpg, no less). Its ride is supple and well isolated – a little restless at times but otherwise very measured. And the handling is crisp and coherent, with meaty steering, a weighty clutch and a slick gearshift all impressing.

ALL SIX IN THE DOCK

End of the road – almost literally. A couple of hundred yards ahead of us, Southampton's Cunard Road ends and Southampton Water begins. We're the guests of Wallenius Wilhelmsen, shipper of close to

'None would slot into your life more readily than the Nissan Qashqai'

200,000 UK-built cars to export markets every year, not to mention tens of thousands of foreign-built BMWs into the UK. Two enormous, very square-looking vessels are moored up, and the staff here claim they're just tiddlers. Time to decide which of these cars most deserves its place on the quayside.

The wooden spoon is easily handed out. The Auris is an odd concoction. It's part city-friendly, forward-looking hybrid, but mostly like a 25-year-old bland Japanese hatchback that has inexplicably survived deletion largely unaltered for all that time. How ironic it is, then, that Toyota's top brass are so far the only industry decision makers

to publicly commit to continuing UK car-making operations whether Britain votes 'in' or 'out'.

Farther up the order come the Q30, the Astra and the Clubman. There isn't a bad car among them, but we could certainly call the Infiniti the most under-achieving. The Astra is commendable but plain and the Mini desirable and fun, but flawed.

Which leaves just two. At the end of two days and plenty of mileage, it's readily apparent that the Qashqai and Civic are Britain's finest volume hatchbacks. If I could put only one of them on the boat, it'd be the Nissan. The fashionable fervour for crossovers may be what's fuelling its current popularity, but

	1 Nissan Qashqai 1.5 dCi 110 N-Connecta	2 Honda Civic 1.6 i-DTEC Sport	3 Mini Cooper D Clubman	4 Vauxhall Astra 1.6 CDTI SRI Nav	5 Infiniti Q30 1.5 dCi 110 Premium Tech	6 Toyota Auris Hybrid Business Edition
Price	£23,730	£21,790	£22,385	£21,480	£26,430	£21,895
Engine	4 cyls, 1461cc, diesel	4 cyls, 1597cc, diesel	4 cyls, 1995cc, diesel	4 cyls, 1598cc, diesel	4 cyls, 1461cc, diesel	4 cyls, 1798cc, petrol, plus electric motor
Power	108bhp at 4000rpm	118bhp at 4000rpm	148bhp at 4000rpm	134bhp at 3500rpm	108bhp at 4000rpm	134bhp
Torque	192lb ft at 1750rpm	221lb ft at 2000rpm	243lb ft at 1750rpm	236lb ft at 2000rpm	192lb ft at 1750rpm	105lb ft
0-62mph	11.9sec	10.5sec	8.6sec	9.0sec	12.0sec	10.9sec
Top speed	113mph	129mph	132mph	127mph	118mph	112mph
Gearbox	6-spd manual	6-spd manual	6-spd manual	6-spd manual	6-spd manual	e-CVT
Kerb weight	1365kg	1307kg	1395kg	1360kg	1486kg	1385kg
Economy	70.6mpg (combined)	78.5mpg (combined)	68.9mpg (combined)	72.4mpg (combined)	68.9mpg (combined)	78.5mpg (combined)
CO₂/tax band	103g/km, 18%	98g/km, 17%	109g/km, 19%	103g/km, 18%	108g/km, 19%	82g/km, 13%
Insurance group/cost	13, £457	15, £501	18, £562	16, £522	14, £479	10E, £399



that success is underpinned by excellent design, expert tuning and very skilful execution. It could use a better engine, true. But none of the rest of our pack is as comfortable or convenient, as slick or easy to drive and to use as the Qashqai. None would slot into your life more readily and be ready to do more for you.

But although the Qashqai may be getting our only spot on the boat, I'm actually most keen to keep the Civic. I knew the Nissan was a strong car before even conceiving this exercise – but I couldn't have guessed how closely the Honda would challenge it. Almost as usable and even more practical than the Qashqai in some ways, the Civic is Britain's

underrated, misunderstood gem. Innovative and interesting in ways the rest of the Brit pack just aren't and almost as rounded as anything else we make, it's frugal, good to drive and somehow so understated, even though it looks like an extra from Battlestar Galactica.

Like it or not, owning a Clubman makes a statement about you. Although the messages are very different, the same goes for a Qashqai, an Astra and an Auris. But owning a Civic says almost nothing at all, it seems to me – and what's more, I dare say that's a commodity that we Brits would pay a great deal for if only we were smart enough to consider it. **A**



Current Qashqai builds on the original's sales success with all-round improvements

THERE'S NO PLACE LIKE HOME...

...especially for chassis development,
because Britain's roads are uniquely
demanding on a car, as Vauxhall-Opel's
top chassis tuner tells **Matt Prior**

PHOTOGRAPHY LUC LACEY





All you need you will find here.” No, I don’t suppose that’s usually a phrase you’d associate with Bedfordshire, but here we are, by the roadside in this noble county, discussing the finer points of vehicle ride and handling. The M1 drones in the distance. Woburn Safari Park is just down the road. It doesn’t feel like we’re in a European centre of ride and handling excellence, but don’t knock it.

I’m here with Michael Harder, head of chassis development at Opel and Vauxhall. And he’s not taking the mickey. “It’s the combination of primary and secondary events,” he says – in other words, the hard time our rubbish roads give a car’s suspension – that makes the UK so invaluable to what he does.

General Motors, parent company of Vauxhall and Opel, used to own Millbrook proving ground, near Ampthill in Bedfordshire. Today, GM retains a small engineering centre on this independently run site, but it’s the roads around the area that are more useful for Harder and his team – so much so that they usually informally base themselves at Vauxhall’s HQ in Luton rather than go through the high-security rigmarole of using the Millbrook facility. It’s real roads they’re interested in anyway.

All new Vauxhall and Opel models have their suspension tuned and signed off in Britain – on these roads in Bedfordshire and around north Wales – as well as back in Germany. The roads are quieter in Wales than Bedfordshire, and faster, too, but when it comes to trying different iterations of suspension tune, it’s quicker to drive from Woburn to Luton and throw on some new dampers or tyres than it is to go from north Wales to Vauxhall’s Ellesmere Port plant, where the team base themselves when they’re there.

Besides, it’s tuning at speeds of less than 60mph that Harder is interested in getting from the UK. “If you tune that right here, you only have to do highway tuning elsewhere,” he says. “At home [in Germany] you don’t get much back at below 100km/h. A high lateral g only comes at a higher speed.”

Britain, Harder says, with its tighter roads and poorer surfaces, which might have multiple crests and bumps but, at the same time, rippled asphalt that’s different on each side of the car, is the place to tune ride, steering response and chassis agility.

“The driving speed feels much faster than it is because you have blind corners here,” Harder says. “You have to react quite quickly and so does the car.” Not that setting a car up for those roads is without its issues. “If you get it right at 100km/h, the car can be too darty at 180km/h,” he says. In the past, that has meant →



Harder says there isn't the demand to do a sports chassis

'We are still allowed steering differences between UK and EU cars, but we try not to use them'

← different chassis settings were chosen for UK cars and those sold in mainland Europe, but it's a habit GM is trying to get out of.

"With electric power steering, you can tune that [dartiness] out," explains Harder. "We are still allowed to have steering differences between UK and EU cars, but we try not to use them." That seems sensible

enough. During production, "it's just an extra thing to cause confusion".

Likewise, Vauxhall-Opel is trying to do away with different chassis settings across its cars' ranges wherever it can. "If we were asked to do a sports chassis, we could, but there isn't a demand," Harder says. When it came to Vauxhalls, SRi used to really mean something. These

days, only VXR does, leaving SRi as just a trim level.

"Most people, let's face it, go for the looks," says Harder. Bigger alloy wheels and spoilers will do it for people, but apparently GM thinks they don't need a 'sporty' feel to accompany it. "It's frustrating, but 95% of them don't care, so long as the car is within certain parameters."

What defines these parameters are some of the really interesting, analytical bits about being a chassis engineer. Things like steering weight, ride quality and body control have an operating window of acceptability. For example, if the steering is too light, drivers won't like it. Likewise, they won't if it's too heavy. GM calls these areas 'loss



Vauxhall uses UK roads for tuning up to 60mph and German roads for high speeds



Tuning the electric power steering remains the biggest challenge for Harder's team



functions' and Harder says "the hard ones are where acceptability falls off both ends", like with steering weight.

Some elements are only unacceptable at one end. "So, for example, you can't have enough body control," explains Harder, but you can have too little. However, if you tie a chassis control down too fiercely? "You get choppiness."

Deciding what's right and wrong among all of this relies on the skill of a chassis tuning team who can respond to what people feel. GM has a guinea pig group of employees who aren't technically trained but who give their feedback. Harder and his team analyse what they say and use the feedback to help set up their cars.

Apparently, it's useful. There was a time, for example, when engineers thought people wanted really light steering while manoeuvring. "But for the past couple of cars, we haven't set the steering to be very light at parking speeds," says Harder. "At

less than 5Nm [required steering force at the rim], nobody complains about steering effort."

The upside of that is there's more consistency to the rim as speeds rise. Worse than having to put in a bit more effort in town was the way the steering regained weight as speed rose, which it had to, to feel stable. "At 10, 20 or 30km/h, you'd have to have a step change in steering weight," says Harder. The unskilled drivers might not have known what that change was, but they knew they didn't like it.

The steering is still the hardest part of chassis tuning, though. Electric power assistance brings with it a lot of advantages over hydraulic steering – it's more fuel efficient and there are more things that can be tuned, for example – but electric power-assisted steering (EPAS) isn't without its problems.

"An EPAS system has by nature more friction in it – maybe double

that of an HPAS system," says Harder. So it can naturally feel sticky. "But retuning that [so it steers more easily] eats returning forces," he says. That means the steering is less likely to wilfully self-centre – and that's a very natural-feeling thing, which good cars do well. "You can overcome that by increasing castor [angling the tops of the struts back so the wheels centre more obviously] but there's a limit: there's A-pillar encroachment, and with more castor, the forces required to steer go up. So you need a bigger electric motor, which means more friction again."

Friction compensation, Harder says, is the most difficult thing to get right, dynamically. But like everyone else, he's wedded to electric assistance; fuel economy pressures rule out a return to hydraulic steering. "And besides, none of our engines have pulleys on any more."

Chucked in to all this compromise are the different wheel and tyre sizes

that are so prevalent in Europe. "In the US and elsewhere, tyre sizes are usually fixed," says Harder. "Europe is different. We tune for a volume tyre because the car has to be forgiving for tyre changes. The 17in wheel is what we think is the volume tyre."

The 17in wheel – as fitted to our test Astra – is Harder's preferred dynamic set-up. "The vertical rate [ride harshness] goes up with the wheel size, so for a ride/handling compromise, the 17in wheels I like," he says. Bigger wheels not only have lower-profile tyres but are also heavier, which affects ride quality too. "You can buy your way out with more expensive, lighter wheels," says Harder. "When tuning the VXR/OPC, I tested light 18in forged and Insignia non-forged wheels and was amazed at the difference." But? But the cost isn't possible to wear. "Not on a compact car," he says.

And so the compromise goes on, on a road near you. **A**

'Electric power steering has maybe double the friction of hydraulic power steering'

UK's tight, twisty roads feel faster than they really are

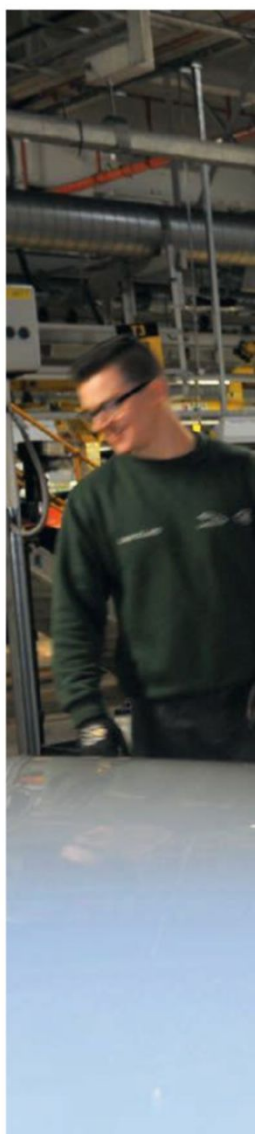
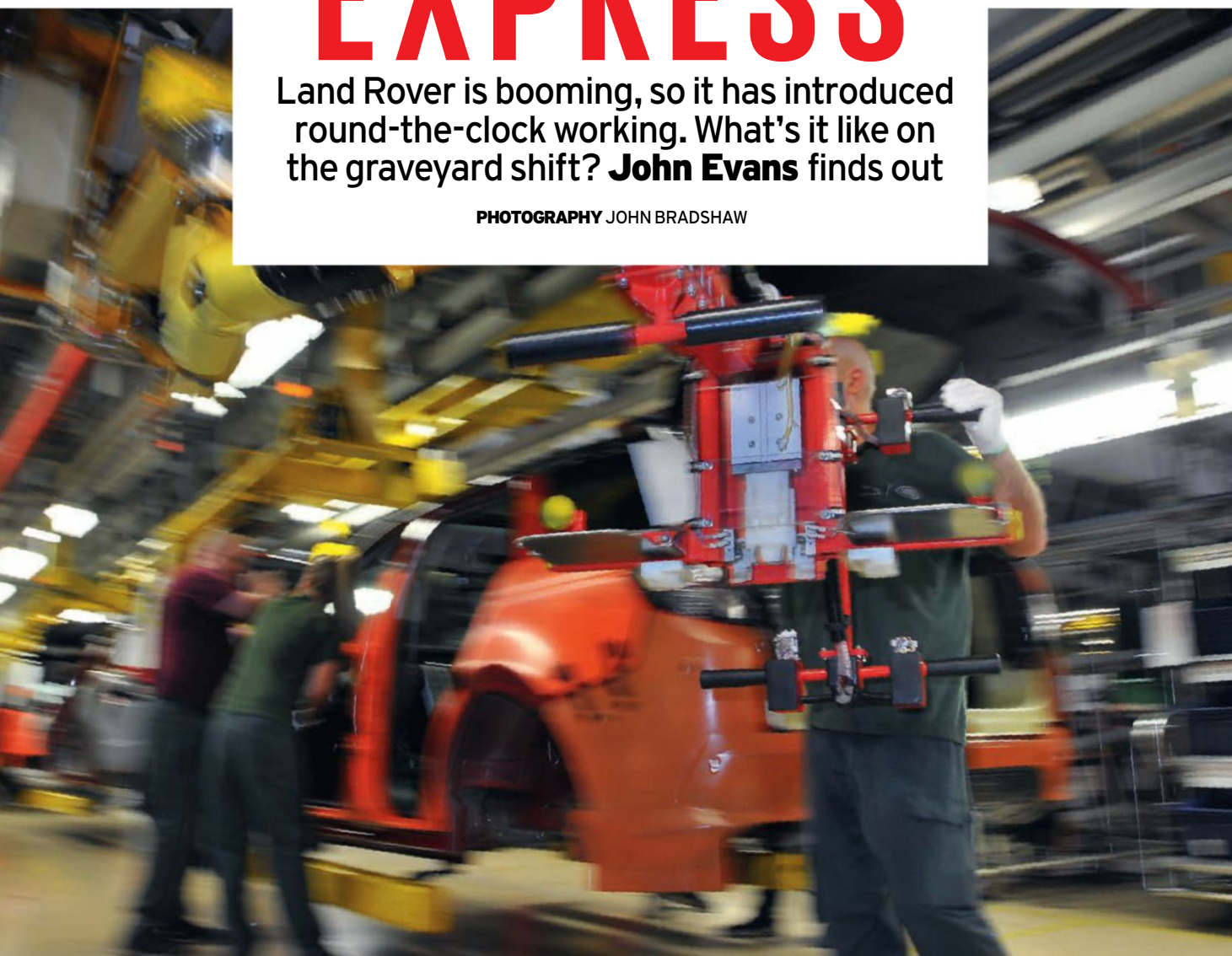




MIDNIGHT EXPRESS

Land Rover is booming, so it has introduced round-the-clock working. What's it like on the graveyard shift? **John Evans** finds out

PHOTOGRAPHY JOHN BRADSHAW





Disco Sport and Evoque have been huge successes



Halewood team hovers as our man gets involved on the line

It's midnight at the oasis – the manufacturing bright spot that is JLR Halewood. Last year the plant produced 184,000 Range Rover Evoques and Land Rover Discovery Sports. Add production from the company's other two manufacturing sites – Castle Bromwich and Solihull – and the combined figure of almost 490,000 was sufficient to make JLR the UK's number one car producer in 2015.

I'm working on the night shift, taking a break between sticking Range Rover badges on Evoques to ask my fellow line workers what it's like toiling away at Halewood when much of the country is asleep.

Not that you'd know it was midnight. For one thing, there are no windows in the walls of the vast production area, and for another, I haven't seen anyone walking in circles, clutching a vital component and demanding a bedtime story.

All the same, there is, I imagine, something a little different about working the night shift, which runs from 2230 to 0630 Monday to Thursday – it finishes early Friday mornings – compared with lates (1430-2230) and earlies (0630-1430), which run from Monday to Friday.

For one thing, there's the simple fact that while the rest of us are away with the fairies, 1000 Merseysiders are labouring amid a maze of overhead tracks conveying Evoques and Discovery Sports at various stages of completion, to emerge fully formed into the cold night air at the rate of one every 80 seconds (from coiled steel to finished vehicle takes 48 hours).

There's also the fact that among those curled up in their beds are many of the managers who, by day, pace up and down the Halewood plant poking, prodding and fixing. "We're virtually on our own at night," one supervisor tells me, with not a little relish. "If there are any problems, we fix them."

This, if I'm not being too fanciful, seems to breed a spirit of 'we're in this together' – a feeling that if you make a slip or something plays up, your mates and supervisors will help.

However, there's another, more powerful factor at play, too: a sense →

'We're virtually on our own at night. If there are any problems, we fix them'

← that what's happening here at Halewood between the hours of 2230 and 0630 is too good to throw away.

The Range Rover Evoque was launched in 2011. It was an immediate hit that took JLR completely by surprise. In 2012, with delivery times standing at nine months, the company decided to introduce round-the-clock production. The 1000 vacancies attracted 35,000 applicants.

John Witty, a team supervisor, tells me how the significance of that moment is not lost on any of his 1000 colleagues in the plant tonight.

"Like most people here, I've done all sorts of jobs in the past and I've known three-day weeks, too," he says. "None of us want to go back to that. This plant is being utilised 100% of the time, which means we're doing something right. If we keep doing it right, that means security for all of us – for people like me with a family and a mortgage, as much as for younger people just starting out who want to build a life and a career. Working nights is a massive deal."

It isn't just JLR employees who appreciate the night shift. During the course of a 24-hour working day, 6000 people will pass through the factory gates, including around 1800 contractors and suppliers. Some of those contractors, mainly DHL workers (the company is JLR's logistics provider) are on the night shift, busily bringing components from the suppliers to the production line, just in time to be picked and fitted to the cars.

I arrive on the production line just as the previous shift – called the late shift – is ending. To ensure production isn't delayed more than is necessary, most of the night shift crew have clocked on and taken over their so-called 'oppos' responsibilities. This allows the departing late shift workers to clock off bang on 2230. By 2227 the queues of lates at the wall-mounted clocks are at least 15 deep. Most of the workers – called associates – are quiet, staring into space and winding down from eight hours of production line toil. As 2230 arrives, there's a burst of activity as they swipe their ID cards over the

'In winter you get home and can get to sleep quite quickly. Not so in summer'

'If we keep on doing it right, that means job security for all of us'

machines and leave the plant. By 2231, Halewood belongs to the night shift, plus one rookie: me.

Tonight, I'll be putting the hallowed Range Rover badges on the noses of Evoques, as they pass down the production line [see panel].

As long as I can stay awake. It's 2230. I'm tired. I want my bed. Doesn't everyone feel like this?

Apparently not. John Whiting, a 45-year-old associate who will keep an eye on me, is not only cheerily pressing on badges but also installing third-row seats in Discovery Sports.

"It takes until Wednesday night to get into the night shift rhythm," he says. "Your sleep pattern on the Monday night is the worst. In winter you get home and go to sleep quite quickly, but in summer it's much harder. Most mornings I sit up with my wife, have breakfast, grab a shower and then turn in. I'm up at 2pm and potter about until it's time to go back in. You get used to it."

At the next work station is 21-year-old Gemma Fitzgibbon. She's deftly installing dashboards with the aid of a robot arm that selects the component (it's bar-coded to ensure the right fascia goes into the right car; there are 400,000 component permutations to manage), slides it through the car's door aperture and attaches it in seconds. She's on top of things. How?

"It's the last day of the night shift," she says. "It takes the first couple of days to adjust. At the beginning, people are tired and quiet, but as the week goes on you get used to it, and because tonight we'll finish at 0630, we'll have a long weekend. Our next shift rota is lates, which starts at 1430 on Monday."

The shift rota changes weekly and is known by the sequence in which the shifts fall as 'Len': lates, earlies, nights. All things considered, it doesn't sound so bad: four days of nights followed by a bank holiday weekend, every three weeks.

As I offer up the name badge to my first Evoque of the night, I wonder what my chances are of being among the one in 35 fortunate enough to win a job at the Halewood production line the next time JLR launches a recruitment drive. **A**



Staff are happy that orders warrant a night shift



Production line team is fully invested in the products it builds



FITTING A RANGE ROVER BADGE



Badge feels like it'll come off when you remove the backing tape, but it sticks fast

IT HELPS THAT, with different models following one after the other along the production line, Land Rover Discovery Sports are clad in orange rubber protectors and Range Rover Evoques in grey. In your nocturnal absent-mindedness, you don't want to affix the wrong badge.

You take a large plastic frame with a cutaway for the self-adhesive Range Rover badge and, with the aid of alignment lugs, slide

it onto the Evoque's bonnet in line with the creases. Now the badge is exactly where it should be, so you carefully lower the frame until the badge makes contact with the bonnet and flick down the sucker pad to secure it tightly. The hard bit is ripping the backing off. You think it's going to take the badge with it, but the glue holds firm.

A quality controller a few steps down the line gives my handiwork the thumbs up. And breathe...

UK CAR MANUFACTURING BY BRAND

Manufacturer	Model range	2015	2014	% change
Jaguar Land Rover	F-type, XE, XF, XJ, XK, Defender, Discovery, Discovery Sport, Evoque, Range Rover, Range Rover Sport	489,923	449,507	9.0%
Nissan	Juke, Leaf, Note, Qashqai Infiniti Q30	476,589	500,238	-4.7%
Mini	Mini	201,207	178,993	12.4%
Toyota	Auris, Avensis	190,161	172,215	10.4%
Honda	Civic, CR-V, Jazz	119,414	121,799	-2.0%
Vauxhall	Astra	85,241	77,836	9.5%
Others		25,142	27,560	-8.8%
All makes		1,587,677	1,528,148	3.9%

Figures from the SMMT

HOW TO PREPARE FOR THE NIGHT SHIFT AND SURVIVE IT

Night shifts run 2230 to 0630. It's tough to begin with, but it gets easier as the week goes on, as long as you do the following:

- At home, wear earplugs when sleeping
- Fit heavy black-out blinds in your bedroom
- Eat properly and drink plenty during your two breaks
- Take Mondays easy and preserve your energy

Ford Mustang

Now with right-hand drive, but is the rest of it suited to UK driving?

MODEL TESTED 5.0 V8 GT Fastback

- Price £34,495 ● Power 410bhp ● Torque 391lb ft ● 0-60mph 5.2sec ● 30-70mph in fourth 6.9sec
- Fuel economy 18.9mpg ● CO₂ emissions 299g/km ● 70-0mph 44.5m ● Skidpan 0.79g

Mustang, welcome. The original 'pony' car, long in hood, short in deck and often vast in engine, has too long lingered in the tall grass of European car culture. In the US, its fame in Ford's canon is rivalled only by the impossibly influential Model T and the unimaginably big-selling F-Series trucks. Since its launch in 1964, it has never been off sale, even if its popularity has waxed and waned. But away from North America, and certainly in the UK, the car's import status has rarely progressed beyond ultra-low-volume novelty – despite widespread nameplate recognition.

The reasons for this are simple enough. From Ford's perspective, it did export the Mustang, but it was the idea, not the metalwork, that was



Mustang sales started in the US in 1964

dispatched across the Atlantic. Thus Europe's cheap-to-build fastback coupé was the wildly successful Capri, followed, inauspiciously, by the charmless Probe. In retrospect, this was no bad thing. Cared-for, impossibly pretty mid-1960s classics and V8-engined, late 1960s Mach 1 muscle cars are the Mustangs most encountered in Britain, ensuring that the badge remains largely unsullied

by at least three generations of intervening mediocrity.

Around a decade ago, though, with the fifth generation, Ford rediscovered its stride. Moreover, with the European version long dead and the concept of 'global' cars suddenly fashionable in Dearborn, the possibility of the model's expansion overseas was finally on the table. The sixth generation, engineered from the outset for right-hand drive, realises that ambition. Offering inimitable space, scale and style, it will be sold in both fastback and convertible guises here, starting at just over £30,000 for one with a turbocharged four-pot petrol engine or, more tantalisingly, a little under £35k for one with a 5.0-litre V8. Guess which one we opted to test?



DESIGN AND ENGINEERING



Right-hand drive production may very well make a telling difference to the number of Britons who'd seriously think about owning this all-American muscle car, but it doesn't instantly make the Mustang a natural fit either for UK roads or for the class of competitors in which it will find itself here.

Nor should it. The car's fundamental difference is to be celebrated – but not before it's →

WE LIKE Strong V8 engine ■ Strong appearance ■ Extremely strong bang for your buck



● You can spot official European cars by the daytime running lights integrated into the foglight housings. Next to them are aerodynamic air curtain scoops to reduce drag.



● Standard GT-spec 19in alloy wheels are wider on the back axle than those up front. The 380mm brake discs and six-pot calipers behind are unique to official European V8 cars.



● Trapezoidal radiator grille is the engine's main source of cool air. It features an active shutter on four-cylinder versions. On V8s, predictably, it doesn't.



● Galloping pony badge is a key part of the Mustang's iconography. The original model could alternatively have been called Cougar, Torino or Thunderbird instead of Mustang.





WE DON'T LIKE Feels big at times on UK roads ■ V8 is thirsty ■ Not as quick as similar-priced hot hatches



● It's odd for a US sports car to have a metric identifier of cubic capacity, but the V8's size in cubic inches – 302 – might have confused the car's identity with the Boss performance version.



● This diffuser modernises the rear aspect. Back foglight, integrated alongside the lower reversing lights inset into the diffuser shape, is mandatory under European law.



● Twin exhausts are actually quite modestly handled, grabbing little visual attention. The noise they make is pleasingly unsubtle, though.



● 'GT' trim badge on the bootlid is replaced by a repeat of the Mustang motif from the front grille on four-cylinder cars, and Shelby's serpentine badge on the GT350.



● If the toggles were, in fact, rocker switches made from aluminium, we might like them rather a lot. Unfortunately, they're plastic and unpleasant.



● Badging is not militaristic by accident. Designers make no excuse for aping the kind of unambiguous signage one might encounter on an M1 Abrams.



● Ball shifter is as characteristically Mustang as the dimpled golf-effect knob on a Volkswagen Golf GTI. Likewise the long, mechanical throw.



MULTIMEDIA SYSTEM

The most familiar part of the interior is the infotainment system, because Ford's Sync2 set-up has already featured in European models such as the new Mondeo and facelifted Focus.

The 8.0in colour touchscreen comes as standard with four colour-coded shortcut zones for phone, media, climate control and – if you've ticked the right box – navigation. The absence of navigation as standard is noticeable on a £30,000 car, but Ford has twinned it with an updated 12-speaker Shaker sound system as a £795 option bundle, so most Mustangs will be delivered with it on

board. Our test car had the updated audio system and, although it isn't as magnificent-sounding as the latest equivalents being fitted by the likes of Mercedes-Benz and Audi, it makes a powerful enough noise to just about drown out the V8 combustion soundtrack, should you want to.

The Sync2 touchscreen interface is a bit overcrowded with fiddly buttons and isn't the liveliest display. But it isn't hard to follow its control logic, and connecting a smartphone, via Bluetooth or USB, is painless. The standard reversing camera is good enough to make the optional £295 rear parking sensors unnecessary.

← properly considered. Because even this newly modernised sixth-generation Mustang is a big old lump of Michigan metal. It's fully 2ft longer than an Audi TT, a good 3in wider than a BMW 2 Series Coupé and, in V8 form, 200-300kg heavier than those like-for-like Germans.

The car's biggest outward differentiators from its predecessor are sleeker A-pillars and C-pillars, 'pillarless' construction in between, a lower roofline and wider flanks, the rear track in particular having grown by 70mm. Ford considers the car's trapezoidal radiator grille, 'shark-bite' front bumper and 'tri-bar' LED tail-lights to be design hallmarks, and mostly we'd agree. The car looks menacing and seductive in equal measure and will probably appeal to most owners as powerfully for its looks as it will on bang for your buck.

Made of a mix of high-strength steel pressings, ultra-high-strength castings and forgings and steel tube

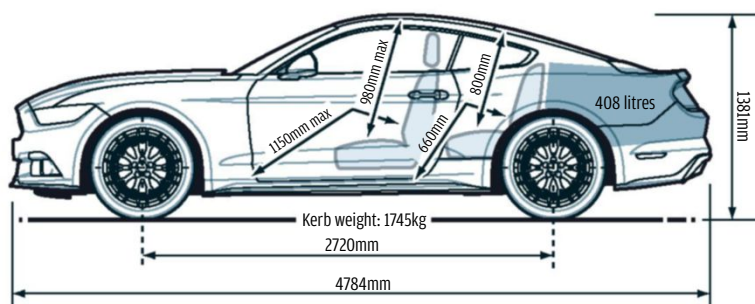
all laser-welded and bonded together, the car's underbody is 28% more rigid than the outgoing version's. Suspension is via MacPherson struts up front, while an 'integral link' multi-link set-up at the rear replaces the unsophisticated live axle that the Mustang has depended on until now. Official European examples get Ford's Performance Pack as standard, adding front strut braces, a thicker rear anti-roll bar and stiffer springs to the specification. They also get uprated front brakes, a bigger radiator and an additional oil cooler compared with their non-passport-carrying cousins.

For now, UK sales will be limited to fastback and convertible bodystyles, 2.3-litre four-cylinder turbo and 5.0-litre atmospheric V8 petrol engines, and six-speed manual or six-speed automatic transmissions. And although the Ecoboost four-pot promises an intriguing combination of sub-6.0sec 0-62mph sprinting →



● Driving position is well spaced out and you sit low, with a high window line. Best of all, the steering wheel is on the right. There's plenty of room as well.

HOW BIG IS IT?

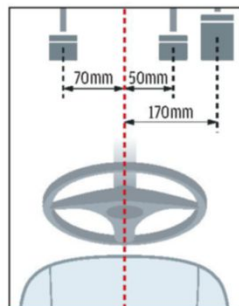


VISIBILITY

Slim glasshouse, high scuttle and chunky pillars make for only average visibility. It's better than if it had been left-hand drive, though.

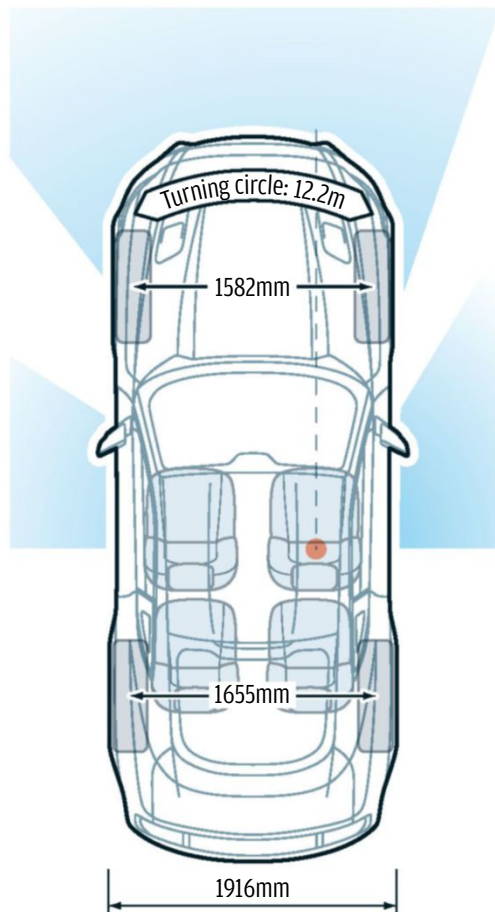
HEADLIGHTS

High-intensity xenons are standard. There's a decent spread of light and level for dip beam. Main beam is bright, with good range.

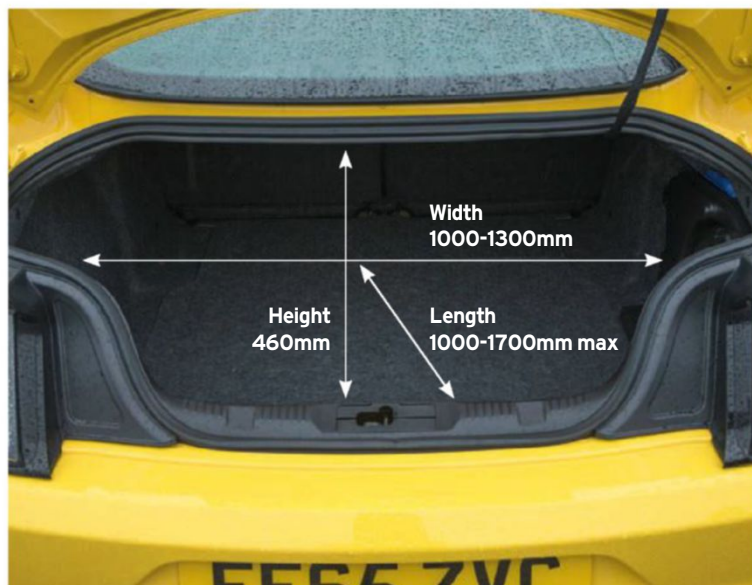


WHEEL AND PEDAL ALIGNMENT

Pedal travel is quite long, but placement is sound. Lots of room between them. Steering column moves for reach and rake.



● Rear quarters are strictly for two people only; the seats are sculpted to make the most of the limited available head room beneath the rakish roofline.



● You're likely to be more impressed by the 5.0 litres at the other end of the Mustang than the modest 408 litres here; access to it is merely average, too.

← and 35mpg-plus touring, it's still the 'Coyote' 5.0-litre, the model we've chosen to test, that's expected to dominate sales. Using port fuel injection and only just having inherited proper variable camshaft timing, it's not the most modern V8 in the world and unlikely to surprise anyone with its fuel economy. But then, 410bhp for less than £35k is damned hard to argue with.

INTERIOR

★★★★★

It feels special and not a little surreal to finally be seated in a Mustang with the steering wheel on the correct side. The model's half-century of unvarying left-hookerism was unquestionably one of the things that made past versions seem alien and pigheadedly American when driven on British roads. In making the adjustment, the car seems no less idiosyncratic, but

its size and forthright sense of style are somehow easier to assimilate when contemplated from the right-hand side.

Affection for this new mid-Atlantic accent is helped along by a working knowledge of the cabin's non-negotiables. To be a proper Mustang, the car requires large, round dials, a symmetrical instrument panel and a tall but unimposing double-brow dashboard. These are all present and correct – and supplemented by Ford's latest 8.0in Sync2 touchscreen. There's a broad beltline of metallic finish and a lot of vinyl, but the conscious mix of old and new isn't handled particularly flamboyantly. As Ford is fond of saying, the Mustang is designed – not styled.

In the US, this credo helps to keep the car in contact with its blue-collar reputation. The occasional premium touch notwithstanding, the Mustang is still intended as a performance car for the working man, not a delicate

or effete sports car. Arguably, that leaves its finish and straightforward appearance some way short of the upmarket European hot hatch that the same money would buy you – a Volkswagen Golf R owner would cringe at the rudimentary feel emanating from the Mustang's toggle switches – but it also furnishes you with a robust sense of space not encountered in more familiar fare.

For those in the front, the model easily competes with any saloon you'd care to think of for scaled-up roominess. Its exterior width translates into an elbow-swallowing panorama of internal broadness and there's no shortage of head room or comfort, either. Rear-seat passengers – of which there can assuredly be only two – are progressively less well catered for, yet the Mustang remains a bona fide two-door four-seater in precisely the way a TT, for example, isn't. Of course, the big Ford's general dissimilarity to Ingolstadt's preened

coupé is both strength and weakness, as we're about to discover.

PERFORMANCE

★★★★★

It probably pays not to look too closely at the standing-start acceleration times on offer here. You can fit launch control if you like – and Ford has, and we used it – but whichever way you look at it, the Mustang is a car that weighs 1745kg, wearing winter tyres and tested on a damp winter's day. The bigger wonder is that it reaches 30mph in 3.1sec at all, and it means there's no shame in its 5.2sec 0-60mph time.

To get a broader idea of the Mustang's performance, take a look at the 20mph increments it deals with in fifth gear. You can select the gear at less than 20mph and it'll take you all the way to the other side of 140mph, getting there well within a

TRACK NOTES

The wet track was unavailable when we visited MIRA's proving ground, but the dry circuit was fairly damp anyway. This and the fact that Ford supplied the Mustang on winter tyres explain why the 'Stang wasn't as fast as it would usually have been around our circuit.

But that doesn't matter, because what matters more than speed is fun. And here the Mustang scores. Because it's front engine (and quite a sizeable engine it is, too), the weight distribution is just over half (54%) to the front, which lends the Mustang an inherently stable balance. It'll understeer a bit if you let it.

But you don't have to let it. If you keep the brakes gently applied as you turn in, it keeps the nose planted. And from that point onwards, you can call on the rear wheels to help you turn as much as you'd like them to. On winter rubber, grip is low enough to let you feel that balance out on the road.

The Mustang stops pretty well, too. In the dry, and on grippier rubber, track days would give them a workout, but they performed well in these conditions.

DRY CIRCUIT

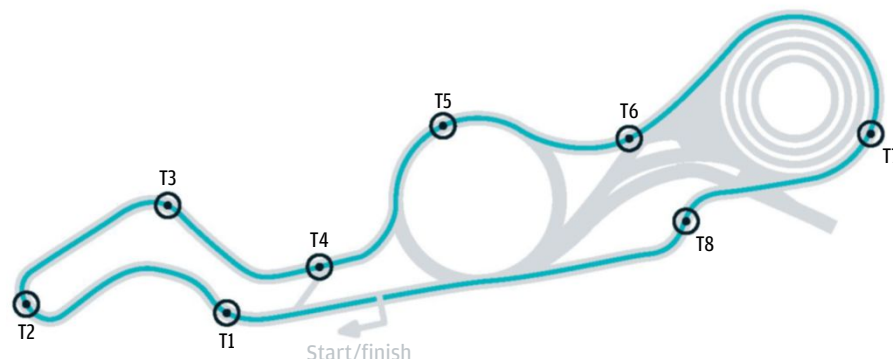
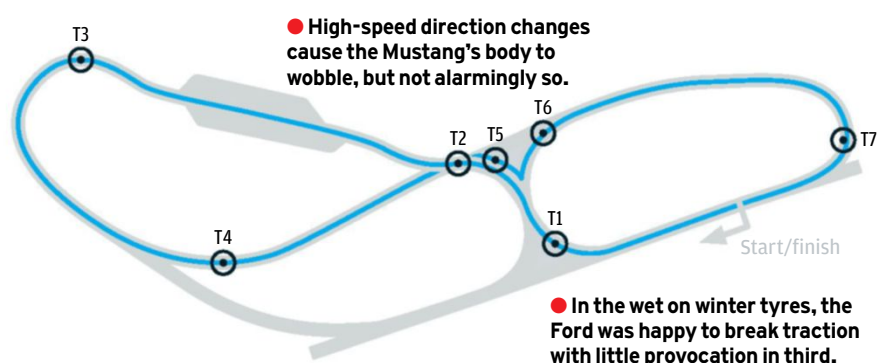
Ford Mustang GT
1min 26.3sec (rain)
Chevrolet Camaro SS (2012)

1min 18.3sec (dry)
Don't fret too much about the lap time here, because it was wet on the day. What matters is that the Mustang was controllable and a whole lot of fun.

WET CIRCUIT

Ford Mustang GT
na
Chevrolet Camaro SS (2012)

1min 18.6sec
We weren't able to take the Mustang on the wet circuit, but bearing in mind the 'dry' circuit was wet, assume much the same will apply.



ACCELERATION 10deg C, rain

Ford Mustang 5.0 V8 GT Fastback

Standing quarter mile 13.6sec at 110.2mph, standing km 25.1sec at 140.8mph, 30-70mph 4.2sec, 30-70mph in fourth 6.9sec

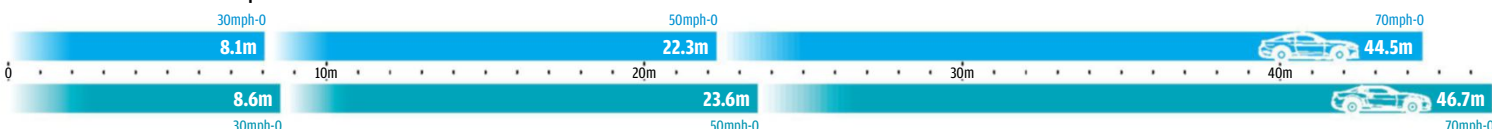


Chevrolet Camaro SS (2012)

Standing quarter mile 14.0sec at 107.0mph, standing km 24.9sec at 138.2mph, 30-70mph 4.5sec, 30-70mph in fourth 10.2sec



BRAKING 60-0mph: 2.73sec





It's well balanced and settles more quickly than most US sports cars

mile, and pulling hard all the way. A naturally aspirated 5.0-litre V8 is as out of kilter with the times as a print newspaper, but for engaging a gear, planting your foot and rolling with it, there's still very little like one.

Curiously, though, it comes with fewer fireworks than you might expect if you're unfamiliar with brawny American V8 metal, as fitted here, or in Chevrolets (and Vauxhall-badged Holdens). Whereas, say, an AMG V8 fires with a rowdy bark redolent of a Nascar paddock, the Mustang's V8 just turns over with a gentle woofle. Give it a blip of its lazy throttle and it'll still rock the car gently, but V8s are such a non-novelty in the US that it seems Ford is content to do without the show and just let the engine get on with its job.

Which, as it turns out, is no bad job at all. It's strong from idle through to the 6500rpm redline. Throttle response improves the further around the gauge you go but is never searing, and the positive gearshift helps you to drop the Mustang into whatever cog you most fancy. So, no, it's not the most sensational powertrain, but it is one of the most straightforward and effective.

RIDE AND HANDLING



The cabin spaciousness alludes early on to what the Mustang will be like on the road, once you've slunk down into its seat and shut its long driver's door. (Think twice about tight car parks.) With a high window line

and an interior and driving position well spaced out, you soon get an idea that this isn't going to be one of those drives whose characteristics will major on agility. Instead, you lift the clutch and woofle away with the 2.6-turn-lock-to-lock steering bringing about secure but moderately paced direction changes. The rack itself – like the pleasing, round wheel – is well weighted and geared, mind. It's just that it's more BMW 5 Series in response than it is, say, TT.

Not that this is a terrible thing in itself. As you cruise away, the Mustang, regardless of what weight you ask its steering to provide (there are a few options), eases down slowish roads with a compliant, nonchalant gait. A Porsche Cayman would have got the jiggles by now and a 2 Series might have shifted on its springs a little. A Mustang retains that 5-Series-on-base-wheels amble, unaffected by the kinds of surface imperfections we think are big over here but barely register compared with the gaps between concrete slabs they drop into US highways. You can put the steering wheel on the right side for us, but you can't disguise the size – and origination – of the Mustang. At lower speeds, and on a road that's wide enough, this is no bad thing at all.

As you up the ante, the Mustang question starts to become a little more complex. Let's face it: this is a big car, considerably sprung to the extent that a TT outdoes it for body control. But although the 'Stang thinks for too long about how to make its body settle over



● Our test car was fitted with winter tyres and the conditions were wet, which made it even easier (and no less enjoyable) to involve the rear in the handling.

complicated asphalt, there always retains a pleasing honesty to it. It's well balanced, it settles more quickly than most American sports cars and it doesn't always retain complete traction. And with all of that comes a sense of clean fun that means you can forgive it a great many things.

BUYING AND OWNING



In the US, the Mustang is famously cheap and Ford has wisely transferred this key criteria to the UK. The model, starting at £30,495 for the less charismatic 2.3-litre Ecoboost-engined Fastback, is admittedly not the kind of stupendous bargain that will have Focus ST owners upgrading in droves, but it still registers as plenty of car (and power) for the money.

The V8 is a different matter. It simply isn't possible to have more cylinders or output for the £34,495 starting price. And that is the kind of simple equation that compels the right-minded buyer to sit up and take note, whatever the weather. Outright speed or dynamism, as we've noted, is a different subject – and the fact that the same money buys you a Golf R, a BMW M235i or, indeed, a new Focus RS means that the Mustang is never going to be a two-a-penny prospect on British roads, particularly when you take its thirst (an average of 18.9mpg in our hands) into account.

Its likely scarcity, though, is a good thing. It not only ought to keep used prices buoyant but will also serve to remind its owner that the decision to seek out the Mustang for its clear ability to stand out from the crowd will not have been in vain. →

FORD MUSTANG 5.0 V8 GT FASTBACK

On-the-road price	£34,495
Price as tested	£36,375
Value after 3yrs/36k miles	£17,425
Contract hire pcm	£504.33
Cost per mile	67.9p
Insurance/typical quote	43/£1054

EQUIPMENT CHECKLIST

Front, side and knee airbags	■
19in alloy wheels	■
Automatic xenon headlights	■
9-speaker audio with 8.0in infotainment screen and Sync2 voice control	■
Rain-sensing wipers	■
Dual-zone climate control	■
Leather sports seats	■
Alarm and immobiliser	■
Brembo 6-piston front brakes	■
Shaker Pro premium audio	£795
Climate-controlled seats	£495
Parking sensors, rear	£295
Tri-coat paint, Triple Yellow	£795
Custom Pack (inc Shaker Pro, climate-controlled seats, parking sensors, 19in Lustre Nickel alloy wheels, chrome window surrounds)	£1795
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

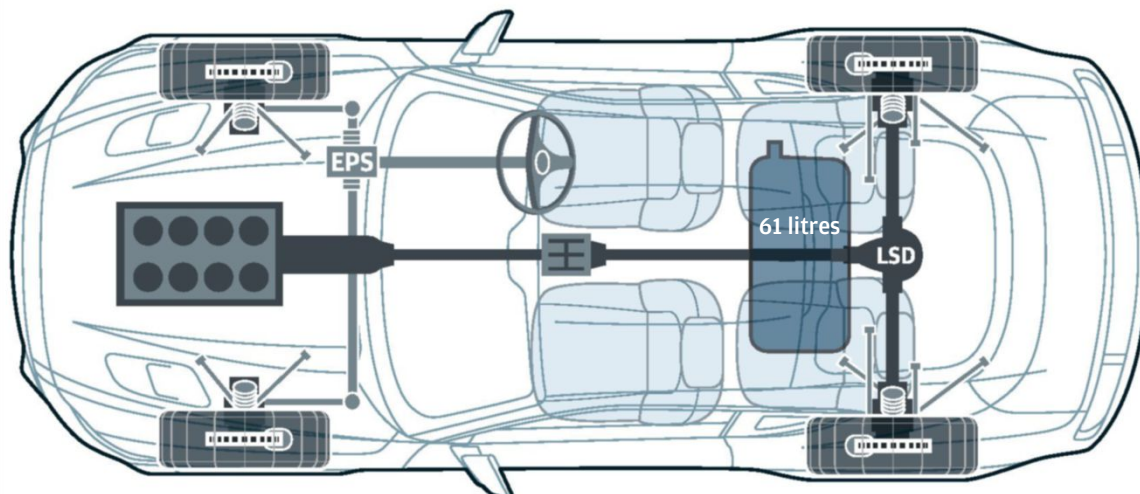
ENGINES	POWER	FROM
2.3 Ecoboost Fastback	313bhp	£30,495
5.0 GT Fastback	410bhp	£34,495
2.3 Ecoboost Convertible	313bhp	£34,495
5.0 GT Convertible	410bhp	£38,495

TRANSMISSIONS

6-spd manual	■
6-spd automatic	£1500

TECHNICAL LAYOUT

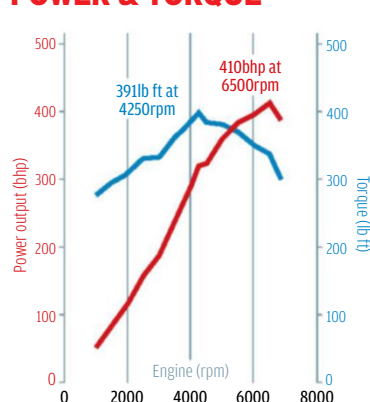
Steel monocoque features aluminium bonnet and front wings. Engine goes in longitudinally and drives the rear wheels via a mechanical limited-slip differential downstream of either a six-speed manual or six-speed automatic gearbox. Suspension is all-independent, with eight-cylinder GT models getting uprated dampers and brakes.



ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	V8, 4951cc, petrol
Made of	Aluminium block and head
Bore/stroke	92.2mm/92.7mm
Compression ratio	11.0:1
Valve gear	4 per cyl
Power	410bhp at 6500rpm
Torque	391lb ft at 4250rpm
Red line	6500rpm
Power to weight	238bhp per tonne
Torque to weight	227lb ft per tonne
Specific output	83bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1720kg/1745kg
Drag coefficient	na
Wheels	9Jx19in (f), 9.5Jx19in (r)
Tyres	255/40 R19 (f), 275/40 R19 (r), Pirelli P Zero
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.66/6.3 2nd 2.43/9.5 3rd 1.69/13.7 4th 1.32/17.6 5th 1.00/23.2 6th 0.66/35.1
Final drive ratio	3.55:1

ECONOMY

TEST	Track	8.1mpg
	Touring	24.7mpg
	Average	18.9mpg
CLAIMED	Urban	14.1mpg
	Extra-urban	29.4mpg
	Combined	20.9mpg
	Tank size	61 litres
	Test range	254 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Integral-link multi-link, coil springs, monotube dampers, anti-roll bar

STEERING

Type	Electro-mechanical rack and pinion
Turns lock to lock	2.6
Turning circle	12.2m

BRAKES

Front	380mm ventilated discs
Rear	330mm ventilated discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Not tested

SAFETY

ABS, AdvanceTrac ESC	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	299g/km
Tax at 20/40% pcm	£213/£425

ACCELERATION

MPH	TIME (sec)
0-30	2.4
0-40	3.2
0-50	4.2
0-60	5.2
0-70	6.6
0-80	7.8
0-90	9.3
0-100	11.6
0-110	13.6
0-120	17.5
0-130	20.3
0-140	24.8
0-150	-
0-160	-

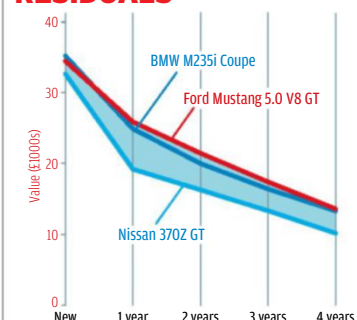
ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	1.9	2.9	3.9	5.5	11.6
30-50	1.8	2.6	3.6	5.0	9.8
40-60	1.9	2.5	3.5	4.8	9.4
50-70	-	2.6	3.3	4.8	9.4
60-80	-	2.7	3.3	4.7	9.6
70-90	-	-	3.4	4.6	10.1
80-100	-	-	3.7	4.8	11.0
90-110	-	-	4.1	5.1	-
100-120	-	-	-	5.4	-
110-130	-	-	-	6.2	-
120-140	-	-	-	7.3	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR

41mph 6500rpm	89mph 6500rpm	151mph 6500rpm
1	3	5
2	4	6
62mph 6500rpm	114mph 6500rpm	155mph* 4414rpm
		*claimed
RPM in 6th at 70/80mph = 1994/2278		

RESIDUALS



● Limited supply should keep residual values notably high for the first two years and commendable thereafter.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2016, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Mustang, contact Ford Customer Relationship Centre, Royal Oak Way South, Daventry, Northamptonshire NN11 8NT (0203 564 4444, ford.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance, from Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Ford Mustang

AUTOCAR VERDICT ★★★★★☆

Often feels out of its natural habitat in the UK but never runs out of charm



The sensible thing to do would be to buy an Audi TT or a BMW 2 Series Coupé, wouldn't it? You'd more easily be able to park them, they'd use less fuel (even if you drove both of them at once, probably) and they'd prove far more agile on entertaining roads. When it comes to choosing a sports coupé, it would be sensible to forget the Mustang even exists.

And if you did, that would be a huge shame. Yes, this car does have significant drawbacks in the UK. Yes, you have to think twice about where you're going to park it in town, besides next to a far greater number of fuel pumps than your peers, but no other car at this price – or several price points higher – can do what the Mustang does. Its powertrain brings with it an appeal that engines with fewer cylinders simply cannot, and its inherent chassis balance is absolutely peachy. Sensibleness be damned. If you think you'd consider a Mustang, it's a car we'd recommend wholeheartedly.

TESTERS' NOTES



NIC CACKETT
Mustang's Electronic Line Lock,

nothing less than a manufacturer wilfully assisting with tyre-melting burnouts, is the equivalent of your pushbike coming with a wheelie generator. High five from me, Ford.



MATT PRIOR
Because the Mustang is a stranger to subtlety,

if you unlock the car at night, the 'puddle lights' beneath the mirrors are ponies so bright and large that you half-expect them hail a horse-related superhero.

SPEC ADVICE

Take the V8. And keep it twinned with the manual gearbox and a fastback body. The Ecoboost, the convertible and the automatic ought to all have their place. But there's only one proper Mustang on the menu.

JOB FOR THE FACELIFT

- Raise the tone of some interior materials.
- Eke a bit more efficiency from the engine so we don't have to make excuses for running a 5.0-litre V8.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	PORSCHE Cayman 2.7	MAZDA MX-5 2.0i SE-L Nav	TOYOTA GT86	BMW M235i Coupé	LOTUS Elise Sport 220
Price	£39,694	£20,695	£25,000	£35,225	£43,800
Power	271bhp at 7400rpm	158bhp at 6000rpm	197bhp at 7000rpm	322bhp at 5800rpm	217bhp at 6800rpm
Torque	214lb ft at 4500rpm	148lb ft at 4600rpm	151lb ft at 6400rpm	332lb ft at 1300rpm	184lb ft at 4600rpm
0-60mph	5.7sec (claimed, to 62mph)	7.3sec (claimed, to 62mph)	7.6sec (claimed, to 62mph)	5.0sec (claimed, to 62mph)	4.2sec (claimed)
Top speed (claimed)	165mph	133mph	140mph	155mph	145mph
Fuel economy (combined)	33.6mpg	40.9mpg	36.2mpg	34.9mpg	37.7mpg
Kerb weight (claimed)	1405kg	1075kg	1275kg	1530kg	914kg
CO₂/tax band	195g/km, 34%	161g/km, 27%	180g/km, 31%	189g/km, 32%	175g/km, 30%

Verdicts on every new car, p72

The supreme 'affordable' driver's car. Get one before they turbocharge it.

★★★★★

Brilliantly packaged and priced, and even more vibrant and poised than the original.

★★★★★

A rare dynamic masterstroke from Toyota. Huge fun at low speeds. Could be quicker.

★★★★★

Towers over other four-seat rivals. Outstanding engine, characterful handling.

★★★★★

If you want delicate, vivid and unfettered, here it is. No great daily driver, but a great drive.

★★★★★

LETTER OF THE WEEK

Hybrids: unplugged

I cannot agree with John Impey (Your Views, 10 February) that electric vehicles are doomed to fail, but car manufacturers' ambivalence towards pure electric technology is not helping persuade motorists to make the switch. VW may be developing a radical new EV to rebuild its reputation, but most car manufacturer efforts seem directed at plug-in variants of their mainstream models. These are mostly just heavy, complicated 'tax specials' that are delaying the take-up of electric cars.

Matt Burt wrote that just 584 new EVs were registered in January, but plug-in hybrids sales at 1592 vehicles grew by more than twice that of EVs over the previous year – and that's before the BMW 330e, the 2 Series Active Tourer PHEV and other plug-in hybrids appear on our roads. With a barely adequate EV charging infrastructure, EV fans are at risk of being driven back to conventionally fuelled cars.

Richard Piper
Via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

THE AUTOCAR EFFECT

I stopped watching Top Gear many years ago when it started to concentrate as much on comedy as cars. I'm not an old grump, but to my mind a car programme should be mainly about, well, cars!

Just hearing Chris Evans's announcement this morning that both Chris 'Monkey' Harris and Sabine Schmitz are joining the new programme will make me engage reverse gear and tune in when it is broadcast.

Michael Knight
Via email

PICK OF THE RANGE

I read Steve Cropley's final report on the Range Rover Sport (Our Cars, 10 February) with interest as I take delivery of my new 3.0 SDV6 Autobiography on 5 March. It was your previous reports that persuaded me to buy the car and I cannot wait to enjoy the experience.

A couple of observations I would like to make, however, on your otherwise excellent write-up:

Firstly, soft-close doors are a £440 extra even on the Autobiography.

Secondly, you quote the new V6 at 288bhp, but it is now 306bhp.

Finally, the reason I had to choose the Autobiography over the HSE Dynamic is because I wanted the Ebony/Pimento interior, which is exclusive to the Autobiography, not my reluctance to tick every box on the HSE order form.

Land Rover, like every other car maker, knows how to charge for every desirable extra, but I trust the experience will be well worth it!

Tony Cavalier
Via email

I hadn't realised soft-close doors were an option even on the top models. I can understand why you'd want the Autobiography; some of the colours



R4 badges may have helped Kangoo sell

and trim are stunning, and I'm sure you've made a great decision – SC

A SWEDE TRUTH

Andrew Bailey recalls that a Scandinavian country converted to left-hand drive some years ago (Your Views, 3 February). He can only be referring to Sweden's switch from driving on the left to the right, in 1968.

But he's wrong to say they "converted" wholesale to left-hand

drive, because their cars had always had the steering wheel on the left, even the Volvos and Saabs made locally in Sweden; they considered it a safer position so that the driver would always alight directly on to the footpath!

So they were already ideally placed to switch to driving on the right. The only vehicles that needed to be changed were the buses, which had to have their doors relocated to the right-hand side.

Norman Hawkes
Via email

THE OLD WAYS...

I sincerely hope that by 2040 someone practical will succeed in holding back the stylists and gimmick-mongers and use Henry Royce's approach to interior design. He fixed the layout of the passenger part of his 40/50 (later nicknamed Silver Ghost) by having four big, burly men sit on four office chairs set

AUTOCAR

What you're saying on autocar.co.uk

Drink-drive limit could be lowered

Points and a fine would be right for those under the old limit, and keep the threshold for licence-loss at 80mgs.

Rich_uk

If you can hear the tolling of bells, it's the death knell of the great English country pub.

Smajr

It's like the smoking ban: at first, there is outrage, now it's just accepted as the norm.

Superstevie



How many of the people pulled out of wrecks where alcohol is involved have had one pint, and how many have had more?

The Apprentice

I'm quite sure that the AA will not turn the extra drivers away from their drink-drive rehabilitation courses.

Andrew 61

No matter which trim you choose, a Range Rover Sport is a tremendous companion



NEXT WEEK

Inside the magazine – on sale 2 March

SPECIAL REPORT



Geneva motor show All the new cars, key interviews and juicy gossip from the show



SPECIAL FEATURE

The untameables
Cars that demanded your full driving attention... and could bite.



ANALYSIS

What ever happened to rust?
We find out whether the problem of corrosion has been eradicated

ROAD TEST



Kia Sportage Every aspect of the Korean Qashqai rival assessed by our experts

CONTENTS SUBJECT TO CHANGE

Lagonda Taraf or facelifted Ford Mondeo? Reader Simon Ratcliffe is confused



out in two rows and making chalk marks on the floor to fix the position of the seats and pedals. If so, there is a chance that the next generation of passengers, even if tall, will be able to travel in comfort.

Roderick Ramage
Via email

SORRY ABOUT THAT

Matt Burt's editorial (3 February) should have included a health warning. In 1971 I passed up the opportunity to buy a 1959 DB2/4 Mk 3 offered at £650 by a friend in the trade. The car had been resprayed and the engine rebuilt.

The huge reserve on the example you featured served only to fuel my lasting regret and you should know that I am now thoroughly depressed. That said, would I have kept it for 45 years? Probably not, but at least I got to drive it!

Malcolm Brockman

Via email



MUSICAL CHAIRMEN

Porsche boss Matthias Müller is due to run the new Luxury and Performance Group at Volkswagen, not Wolfgang Dürheimer, as I thought – he is staying put at Bentley. Stephan Winkelmann is leaving Lamborghini for Audi Quattro. Rupert Stadler is still looking after Audi and the new Audi/Lamborghini Group. A new Lamborghini CEO is TBA but rumoured to be Stefano Domenicali.

I just can't keep up. I still think Dürheimer's plans for overseeing Lamborghini were scuppered by someone at Audi. He has a point that the Urus will share some similarities with Bentley and Porsche, but you could say the same about the Huracán and Audi R8. Swings and roundabouts, then.

Mike Spencer

Via email

KANG-OOPS

Your recent Future Classics article (10 February) had 20 more to consider; pity that for the Renault Kangoo you used a picture of either a Peugeot Partner or Citroën Berlingo.

The Kangoo really was a modern reincarnation of the Renault 4, and car designer Gordon Murray reckoned it was all the car you need. It's just a shame that Renault didn't make more of the R4 connection. I believe some dealers in Ireland stuck a 4L badge on the back because the R4 was a big seller there!

Duncan Finlayson

Via email

MONDE-OH, IT'S AN ASTON

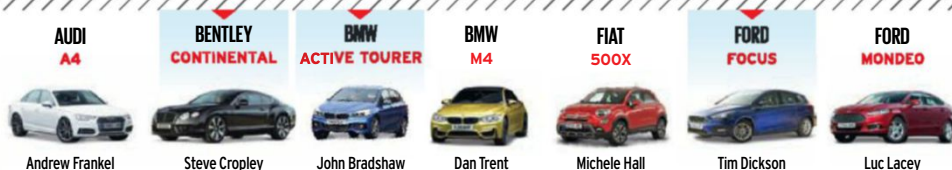
Flicking through my favourite weekly: oh, they've facelifted the Mondeo ('Lagonda Not Forgotten', 3 February). Whoops, it's the £685k Lagonda. Congratulations, Ford: let go of what you know, unlearn. Aston: time to start learning...

Simon Ratcliffe

Via email

OUR CARS

A week in the life of Autocar's fleet



Skoda Superb

FIRST REPORT Our photographers cover high mileage with lots of kit, so a refined, comfortable and roomy car is just the ticket. Is this estate such a car? Let's find out



With an Audi TT – the last car I ran as a long-term test car – there were times when I had to pack carefully so all my photographic gear would fit. Somehow, I don't think that's going to be a problem this time.

I've moved to a Skoda Superb Estate and it's massive. It's even wider and longer than its spacious predecessor, and pleasingly it's much better looking, too. The previous version wasn't exactly short on space, but this car is 3cm longer and 5cm wider. It hides those dimensions rather well, though, doesn't it? In fact, I think the wagon looks better proportioned than the hatchback.

Inside, there's a ridiculous amount of space. There aren't many cars that

can genuinely seat five tall adults in comfort, but this Skoda does.

The load bay is cavernous, too, and this one is fitted with an optional raised boot floor, which enables smaller, more valuable items to be stowed beneath it. I like this idea. I try not to leave valuables in a car at all, but I have a nagging feeling that a hatchback or estate is less secure than a saloon – or a convertible with a separate boot compartment. But it seems unlikely to me that any tea leaf would take the risk of hanging around long enough to check all the storage cubbies and lift out a boot floor just in case I've left a pair of shiny trainers underneath it. Alternatively, the fake floor falls lower, just making the boot

even bigger, although it hardly needs it. And if that weren't enough, there are bins on either side of the cargo area to stop stuff from rolling around.

The rest of the inside? It echoes the quality I've come to expect from other cars in the Volkswagen Group. It's not Audi-like in terms of quality feel, but it's up there with most VWs. It's certainly well laid out and straightforward. The only apparent sparseness is in the bank of switches around the gearlever. Of the 10 of them, seven are blanks, so only three have a purpose. It makes me wonder exactly what has been left out. It has come pretty well specified, so Lord only knows what more there is. But the switches that are there and most of the

rest of it, like the reassuring thunk from the glovebox, feel like quality items.

One of those switches controls the (optional) adaptive dampers that are fitted to this car. They cost £750 and I haven't tried a Superb without them, so I don't know whether I'd recommend them or not overall. Our testers say they're probably worth the money, but most buyers will end up leaving them set to Normal. Certainly, I have. The Superb occasionally feels a tad floaty over some low-frequency bumps in its softest setting (Comfort). And I tried Sport on the motorway the other day, but that was too jiggly, even then. Given that this is a massive estate car, it doesn't seem very likely that I'll be threading it with

HONDA
CIVIC TYPE R


Matt Burt

JAGUAR
XE


Darren Moss

LEXUS
NX300H


Mark Pearson

MAZDA
CX-3


Mel Falconer

MAZDA
MX-5


Matthew Burrow

McLAREN
650S SPIDER


Mark Tisshaw

SKODA
SUPERB ESTATE


Stan Papior

SSANGYONG
TIVOLI


Jimi Beckwith

SUZUKI
VITARA


Hemal Mistry

VAUXHALL
CORSA VXR


Mark Tisshaw

VOLVO
XC90


Matt Prior



This is an inviting interior as well as a very roomy one



Lower-powered 2.0-litre diesel is capable if unexciting



Chrome detailing aims to project an upmarket image



Spoiler aids aero efficiency and disguises visual bulk



Crisp lines on the bonnet create taut-looking surfaces



Brisk driving so far is resulting in an overall average of 44.2mpg

It's not Audi-like in terms of quality inside, but it's up there with most Volkswagens

abandon down a B-road any time soon.

Some engineers will reveal things to us photographers that they wouldn't to journalists, because they think it won't get printed. Oops. Well, anyway, no one from Skoda has said this, but some engineers have told me that management and marketing executives sometimes get overly involved with the tuning of damper settings and ask for there to be a bigger variation between each mode than the engineers would like so that customers are more

likely to feel the difference – even if that difference leaves things too far in each direction. I'm not suggesting that has happened here, but put it this way: I won't be doing any car-to-car tracking photography with the dampers in Sport mode. I suspect the middle, Normal setting is the one that Skoda's engineers were happiest with, and that's what I'll go with, too.

The engine is the lower-output 2.0-litre diesel that Skoda offers, with 148bhp, which delivers consistent

enough, if unexciting, progress. The car was delivered with only 79 miles on the odometer, so I obliged it with some running in and I can't help but feel that it's already freeing up a little as it gets a few more miles under its tyres.

The fuel consumption has been pretty good. So far, it's averaging 44.2mpg and I tend to drive with my arrival time, rather than fuel consumption, front of mind. Unsurprisingly, 44.2mpg is some way short of the official combined cycle figure of 67mpg, but I've only done a brim or two and this is, after all, still a new engine. So there's plenty of time to see how things improve once everything has loosened up a bit and, given that I drive around 40,000 miles a year,

it'll get plenty of opportunity to show me what it can do. First impressions suggest it'll chew through those miles with considerable ease.

stan.papior@haymarket.com

Skoda Superb 2.0 TDI 150 SE L Executive Estate

Price £26,320 **Price as tested** £29,400
Options Panoramic sunroof £1150, adaptive dampers £750, metallic paint £535, variable boot floor £150, retractable parcel shelf £120, passenger seat £100, 'smart gate' £100, fold-flat backrest release from boot £90, colour trip computer £85, 18in alloy wheel change £0 **Economy** 44.2mpg
Faults None **Expenses** None

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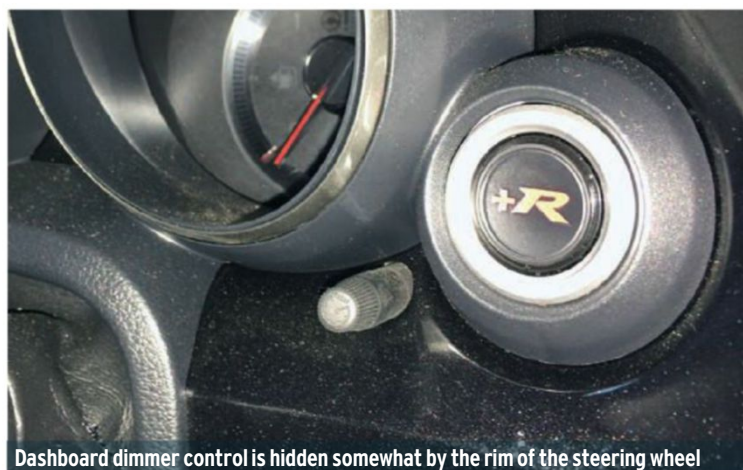
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Honda Civic Type R

Mileage | 5901 A rim suffers against a kerb, and we get advice on reducing reflections

On a drizzly winter's evening, I injured the Honda Civic Type R's driver's side front wheel on a kerb. At home, in the cold light of the next day, I surveyed the damage: the impact had inflicted a small but unsightly buckle on the wheel and also put a graze in the tyre's sidewall where it had pinched against the kerb. The Continental SportContact 6 had retained its pressure, but knowing that sidewall damage could be a deal-breaker for a tyre, I thought it best to get it checked out.

So I called Thames Ditton Honda, our local dealer, which was able to fit me in that afternoon. They checked the tyre, wheel and suspension and gave everything a clean bill of health,



Dashboard dimmer control is hidden somewhat by the rim of the steering wheel



Hot Civic certainly isn't for shy types

explaining that the tyre graze wasn't serious or deep. I drove away happy, particularly because the dealer didn't charge me for the quick checkover. I didn't tell them that I'm a journalist, or demand special treatment, so I can only presume that it was a good, old-fashioned case of them simply being helpful.

Nevertheless, I've kept a weather eye on the tyre's pressure ever since and it has remained consistent, and the car drives in a straight line and with no vibration, so really the only pain is the cosmetic damage to the wheel, which shows up prominently against the gloss black finish.

Thames Ditton Honda quoted £310 for a replacement alloy, which focused my mind somewhat on accepting the blight on the current one.

In other news, thanks to readers who got in touch regarding reflections on the windscreen from the digital instruments I wrote about. It turns out that next to the '+R' button on the dashboard, hidden from sight by the steering wheel when you're in the driver's seat, is a small knob for turning down the brightness of the readouts. I'll try it next time I drive along unlit roads – avoiding kerbs, of course.

matt.burt@haymarket.com

Honda Civic 2.0 i-VTEC Type R GT

Price £32,295 **Price as tested** £32,820

Economy 33.4mpg **Faults** None

Expenses Oil £13.71 **Last seen** 10.2.16



Ford Focus

Mileage 12,495

Ford wants us to unlearn everything we know, both about it and the world in general, according to the latest advertising campaign. It's all quite confusing, but apparently it's a precursor to Ford of Europe's latest strategy, which will bring more fast

Fords and SUVs to its line-up over the next few years. So where does that leave the Focus? It's got some life left in it for now, but we're told there's going to be at least one crossover-like spin-off spun off from it.

So to prepare myself for the off-road onslaught, I took our conventional

hatch into the wilds the other day – although not very far, and certainly not very fast. It was exactly the sort of gentle quarter-mile of unsurfaced track that I'm sure some people would use as justification for buying a full-on 4x4. But the Focus didn't seem to mind. It was even icy. And the view was nice.

Would I choose a higher-riding Focus over the standard one? Hard to tell for now since it doesn't exist yet, but I do like a high driving position. So would I miss the Focus's handling? Oh yes.

However, I've been increasingly bothered by the windscreen pillars. They intrude on the three-quarter view out, causing a problem in two specific areas. One is at my local Asda, where the offside A-pillar blocks my view of pedestrians on the right approaching the several crossing points in the car park. I have to come to a halt and peer around the A-pillar to see if anyone is there. The second place is a mini-roundabout at which I turn left most days. About a car's length after the roundabout is a zebra crossing, and the

nearside pillar obscures my view of anyone waiting to cross. My old Mk6 Fiesta poses no such problem.

I'm sure that if I do run someone over, they'll come off far less badly in the bouncy-bonneted Focus than if I whack them in the old Fiesta, but if I'm in the Fiesta I'm certain I'm far less likely to hit them in the first place.

tim.dickson@haymarket.com

Ford Focus 1.5 TDCi Zetec

Price £19,495 **Price as tested** £21,670

Economy 60.3mpg **Faults** None

Expenses None **Last seen** 3.2.16



Pillars tend to cause big blindspots



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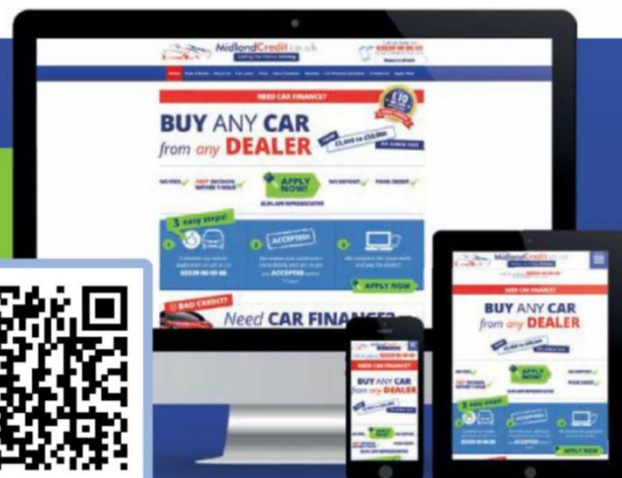
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THE LOG BOOK

**BMW 220d Active Tourer****Mileage 15,412 Last seen 27.1.16**

I had expected the BMW's average economy to be in the high 40s, but it has proved otherwise. Still, over the past 5000 miles it has increased to 45mpg. It's a surprising result, given that my driving style hasn't changed over the year, but I suspect it's because the BMW is happiest on the motorway, where I've spent most of my time lately. **JB**

**Ssangyong Tivoli****Mileage 4010 Last seen 10.2.16**

I'm hoping the Tivoli doesn't suffer a death by a thousand niggles, but it seems to be heading that way. A thoughtlessly placed fuel flap release lever – by the driver's door sill, in the path of my foot as I exit the car – has meant I've had to pull over more than once to close the flap. The Tivoli's build quality issues have been reaffirmed too, with a sticky door handle mechanism. **JB**

**Volvo XC90****Mileage 4949 Last seen 10.2.16**

Some cars have real trouble hooking up to Bluetooth devices that aren't phones. They won't always recognise what the device is or know what you're trying to play. No such bother with the Volvo, which hooked up to an iPad straight off and allowed music to be played via a streaming app. All at the kinds of volume that makes the door shake, too. **MP**

Bentley Continental GT

Mileage | 23,804 Minor issues are failing to take the shine off our time with the big GT

We've stopped gathering miles in our 12-plate Bentley Continental GT quite as quickly as we did in the first month – mainly because if we'd maintained January's breakneck pace we'd have semi-circumnavigated the globe in the six months the car is supposed to be with us. Two and a half thousand miles every six weeks is perhaps a few too many for a low-miles, Pre-owned Bentley that will need to find another happy owner once we've enjoyed its company.

Trouble is, Bentley owners are encouraged to use their cars a lot. I'm pretty sure there must be a dictionary somewhere that defines 'Bentley' as 'mile-eater', so completely do they combine effortless performance with refinement and a luxurious interior. It's a philosophy that goes back nearly a century to WO himself.

Still, there's one virtue in limiting your mileage: you never get blasé about the car's excellence. Every time I've come back to the GT after a few days, I've savoured its effortlessness all over again. The model set a decent standard when it was born in 2003 but has since had its dynamics hugely improved, particularly in the areas of ride damping and road noise suppression. It's now so



Intelligent packaging means this 190mph car also provides a generous-sized boot

good that it runs rings around many rivals – which is probably what Bentley's Pre-owned people aimed to prove by enticing us into our three-year-old GT. There's no thought that this used car is dynamically behind the times; it isn't.

You have to live with a Continental GT for a while to realise what an intelligently planned car it is. People who don't know the GT tend to think of it as big enough for its overall manoeuvrability to be limited. Which is where the cleverness comes in: it is indeed big enough to be imposing from a styling point of view, yet it's about a hand span shorter and no wider than the BMW 5 Series, and that's a true all-rounder.

Not that you ever think of the Bentley as chuckable once you know it. It's damned quick, but its two-tonne-plus weight and firm controls, dominated by steering effort that's on the high side of deliberate, soon make clear this is a car to be guided

rather than slung about. But the steering is intuitive and accurate and works with the sensible dimensions to make this a highly usable car, as my forays into central London have proved.

Two 'issues' so far. First was a problem, known to many owners and mentioned in an earlier update, of a soft-metal tyre valve stem that twisted off while I was checking the pressures. It couldn't be casually replaced because it incorporated a tyre pressure monitor. The second is an exhaust tailpipe rattle. I can't see an easy fix, yet it seems too slight a reason to summon a technician away from real work for the hours it would need to fix. I know that Bentley would send someone if I asked – the car is covered by the most comprehensive of warranties – but I feel foolish making the call. I'll call at a dealer one day soon. **steve.cropley@haymarket.com**

Bentley Continental GT V8**Price new (2013) £125,000 Price now £89,950****Economy 25.5mpg Faults None****Expenses None Last seen 10.2.16**

Slight tailpipe rattle will necessitate a visit to a dealer

DEALS

Bargain new
and used motors



Why choose a real Defender?

There are lots of good, hard-working alternatives to the overpriced Land Rover, says **James Ruppert**

So farewell, then, Land Rover Defender. You might be surprised that it was still clinging on to life. It drove like a pre-war lorry and it was always damp and smelly like a muddy retriever. That explains the love. But a Defender requires you to pay such a lot to look cool. That's fine if you are an artisan jam maker, but if you want something that is going to be a proper worker, you'll be stuck, surely. However, there are alternative, pre-abused, doppelganger Defenders.

Exhibit A has to be Daihatsu, which has a couple of clear contenders for the Defender's crown. The least preposterous are the long-deceased Fourtraks and Sportraks. Here are the most basic 4x4s that you can leave

outside in the yard all year round and know they will always start. A great little towing platform, too. Owners mostly keep them until they die or rust to bits.

Imports were marginal by the end and they still make strong money. You'll pay up to £4000 for a 1999 example on a T-plate. Most from the 1990s can still make £2500 or so, and even the cheapest are £1500.

Then there is the tiny, tenacious Terios. It has everything you could ever need from a 4x4 except hedgerow-bothering height, excessive weight and misplaced bling. That's what makes it so brilliant, of course. It's small, light, nimble and almost economical and it has five doors. There are plenty around still. They start at £500-£600 for late 1990s

A Terios is small, light and nimble. They start at £500 for late 1990s ones

examples, and they aren't rubbish, either. About £1500 gets a very tidy 2002 Terios in EL trim. Top money is £6000 for a late-model 2006 example with the square corners rounded off.

The Suzuki Jimny is sometimes scorned because of its silly name and toy-like dimensions but, just like the Terios, it is a proper off-roader. Shrunk-in-the-wash Jeep styling is an added bonus. So far, the Jimny has not gone out of circulation, so there are plenty to choose from and enjoy. Cheapies are less than a grand and £2300 will get you a great 2002 example. I would be inclined to spend £4000 and get a nice example from the middle 2000s, such as a cuddly 1.3 J1X.

Finally, let's upsize to a Hyundai



P68 James Rupert
Used car expert



P70 Matthew Griffiths
Deal expert



P72 Hemal Mistry
Data expert

BANGERNOMICS BEST BUYS



READER'S CAR: SUZUKI SWIFT SPORT

Robert Pearson's 2007 Suzuki Swift Sport has just passed 90,000 miles. "I purchased the car for £8800 when it was two years old with 26,500 miles on the clock," says Robert. "Since buying it, I've had it serviced every year. For the past four years, I have had this undertaken at my local Suzuki dealership, as they are no more expensive than any of the good local garages and you get a dealer stamp. A typical service is £155 and the major service, of which there has been only one, was £525."

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Fourtrak (pictured) and Sportrak are basic 4x4s you can rely on



WHAT CAUGHT MY EYE THIS WEEK: PCPS

PCPs are great, but they cost real money. I convinced a reader to go from 'losing' deposit and monthly 'investment' on a car he was considering to a one-off payment for a full history example. Result.

USED CAR DILEMMA: PEUGEOT 306 2.0 XSI

What the world has been missing is a large petrol engine in an old-fashioned soft hatch. This 306 is also comfortable and practical and that 2.0-litre engine has an appetite for gobbling up mileage. It's underrated and becoming rare.

Comfy hatch

moderately quick



You'll find Santa Fes for less than £1000

Santa Fe. These are super-cheap, mainly because there were only petrol-engined versions for a while, and less than £1000 is a good starting point. I knew someone who bought a Santa Fe purely to take the dogs for a walk. It isn't pretty – in fact, it's wilfully ugly – but £2000 gets you a 2.0 CRTD if you want to buy diesel, and it will have fancy CDX trim.

The interesting thing is that we haven't even mentioned Toyota or Nissan. They're the ones who made comfortable, reliable, low-PCP alternative Defenders popular. Sayanora, Defender.

More great Brits for the price of a Qashqai

Elsewhere in this issue, we name the best British-built new car for £20,000, but what will the same outlay get you on the used market? **Matthew Griffiths** finds out

1 **Aston Martin DB7** (1994-2004)

An Aston Martin is a must-have for the fantasy lottery-winning garage of many people. To see why, you need only sample the sense of occasion and touch of class that a DB7 brings. The 3.2-litre straight six produces 335bhp, enables 0-60mph in 5.6sec and delivers a soundtrack to match. Grip levels are excellent, yet this is at heart a

grand tourer with a silky smooth ride.

Leather and wood set the cabin ambience and the front seats offer excellent comfort and support. However, the driving position is poor and space in the rear is tight.

DB7 prices have been on the rise for a while now, but we found a 1998 model with less than 80,000 miles on the clock for just under £20k.



2



TVR Cerbera 4.2 (1996-2003)

The drama with a Cerbera starts from the moment you set eyes on this elongated, low-slung sports car, which remains one of the best-looking around.

If this is your first Cerbera encounter, the intrigue continues as you figure out how to get in. There's a little door release button under the mirror. And once inside, you'll be taken by its distinctive design,

low-slung seating position and letterbox view forwards.

The 4.2-litre V8 kicks out 360bhp and, aided by a kerb weight of just 1100kg, will rocket the car from zero to 60mph in just 4.2sec and on to 180mph.

We turned up a 20-year-old example that had covered just 25,000 miles and was on sale for less than £17,000.

Bentley Arnage 4.4 (1999-2010)

Slipping into the Arnage is like entering your favourite luxury suite at the Savoy. Milled aluminium, hand-crafted wood veneers and toe-curling lambswool carpets will have you relaxed and isolated from the outside world faster than you can say caviar and Chivas Regal.

It's not all pipe and slippers, though. The Arnage, remember, is still a Bentley

and it has a stonking 4.4-litre V8 ready to surge you and your pampered guests to 60mph in 6.2sec. It'll have a go at the twisty stiff as well en route to the weekend country residence.

Grab the Coutts card and get yourself a pre-millennium model with 69,000 miles covered for the price of a Harrods shopping trip: £15,000.

3





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USED CAR
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4



Jaguar XFR (2007-2015)

Should there be a remake of the 1980s TV show *Minder*, Terry McCann would be driving an XFR and exercising more than 500bhp under his right foot to get out of those tight situations.

The XFR is a truly cracking car and the stereotypically plucky Brit. It came from nowhere, on a limited budget, and proceeded to conquer the super-saloon

sector, slugging both the BMW M5 and Mercedes-Benz E63 AMG right between the eyes to take class honours.

It handles sharply without ever having an overly firm ride. It looks great and its interior is eye-catching, with its rising gear selector and rotating air vents.

A 2010 car with less than 70k miles can be found on forecourts from £17,250.

Range Rover Sport 4.2 (2005-2013)

A mud-plugger is an essential resident on the in-out driveway of the British gentleman. In 2005, the Sport brought the Range Rover moniker to a new and more populous audience for the first time. It's a car that's ready to take you on the seasonal shoots (clay pigeon, obviously) or to drop the kids at school in a fancy London suburb.

It inherited its big brother's luxurious

cabin, road presence and all-terrain prowess, while improving on-road handling manners, even if the 'Sport' badge remains slightly misleading.

The supercharged 4.2-litre V8 suits the sporting pretensions and, with 385bhp on tap, gets the high-riding beast to 60mph in a little over 7.0sec.

A 2007 HSE with 69,000 miles covered is typically just £11k.

5



NEW CARS A-Z

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Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
595 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆			
1.4 T-Jet	£14660	133	155	26
1.4 T-Jet Turismo	£18090	158	155	26
1.4 T-Jet Competizione	£19890	178	155	26
595 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆			
1.4 T-Jet	£16660	133	155	26
1.4 T-Jet C Turismo	£20090	158	155	26
1.4 T-Jet C Competizione	£21890	178	155	26

ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark	★★★★☆			
1.4 T8 Progression	£16910	76	130	9
0.9 TB TwinAir 105 Progression	£13860	105	99	13
0.9 TB TwinAir 105 Junior	£14960	105	99	13
0.9 TB TwinAir 105 Distinctive	£16160	105	99	13
0.9 TB TwinAir 105 QV Line	£16910	105	99	13
1.4 140 M'air TCT Distinctive	£17710	138	124	22
1.4 140 M'air TCT QV Line	£18460	138	124	22
1.4 170 M'air O'Verde	£20300	168	124	27
1.3 JTDm-2 85 Progression	£14405	84	90	11
1.3 JTDm-2 85 Junior	£15505	84	90	11
1.3 JTDm-2 85 Distinctive	£16745	84	90	11
1.6 JTDm-2 120 Distinctive	£17910	118	112	19
1.6 JTDm-2 120 Line	£18660	118	112	20

GULIETTA 5dr hatch Long-in-the-tooth but still has the styling a dynamic verve to seduce	★★★★☆			
1.4 TB 120 Progression	£18450	118	148	17
1.4 TB 120 Distinctive	£19710	118	148	16
1.4 TB Multi'ir 150 Sprint	£20700	148	131	20
1.4 TB Multi'ir 170 Distinctive	£21200	168	131	23
1.4 TB Multi'air 170 Exclusive	£22950	168	131	23
1.4 TB Multi'air 170 Excl'ive TCT	£24245	168	119	23
1.4 TB Multi'air 170 QV Line	£24700	168	131	23
1.4 TB Multi'r 170 QV Line TCT	£25995	168	119	23
1.6 JTDm-2 105 Progression	£19500	103	115	18
1.6 JTDm-2 105 Distinctive	£20750	103	115	18
1.6 JTDm-2 105 Exclusive	£22500	103	115	18
2.0 JTDm 150 Distinctive	£21930	148	110	23
2.0 JTDm 150 Excl.	£23680	148	110	24
2.0 JTDm 150 QV Line	£25430	148	110	24
2.0 JTDm 175 Excl. TCT	£25840	173	116	24
2.0 JTDm 175 QV Line TCT	£27590	173	116	24
1750TBI 240 O'Verde TCT	£28330	237	163	33
45 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆			
1.75T	£51320	240	157	50
1.75T Spider	£59500	240	157	50

ALPINA				
B3 4dr saloon Has fallen behind on the power stakes. Still a niche proposition	★★★★☆			
B3 Biturbo	£57450	404	177	-
B3 TOURING 5dr estate An estate version of the Alpina-tuned 3 Series.	★★★★☆			
B3 Biturbo	£58950	404	179	-
B4 2dr saloon Less well-mannered than a M4, but is better on the road than the track	★★★★☆			
B4 Biturbo	£58950	404	177	-
B4 Biturbo Convertible	£62950	404	186	-
B5 4dr saloon Huge pace, and better suited to the autobahns than B-roads	★★★★☆			
B5 Biturbo	£NA	592	221	-
D3 4dr saloon An intoxicating mix of performance and fuel economy	★★★★☆			
D3 Biturbo	£47950	345	139	50
D3 TOURING 5dr estate Rapid, usable fast BMW-based estate.	★★★★☆			
D3 Biturbo	£49950	345	142	-
D4 2dr coupé Precise dynamics with added Alpina kudos and a great engine	★★★★☆			
D4 Biturbo	£50950	345	139	-
D4 Biturbo Convertible	£54950	345	156	-
D5 4dr saloon Rapid, usable and cheaper alternative to an M5	★★★★☆			
D5 Biturbo	£56950	345	155	-
D5 TOURING 5dr estate A fast, economical and practical BMW estate.	★★★★☆			
D5 Biturbo	£59950	345	163	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆			
3.0 XD3	£56450	345	174	-

ARIEL				
ATOM 0dr open Superbike fast track mentality. As exhilarating as track cars get	★★★★☆			
245	£29321	245	-	-
310	£34319	310	-	-

NOMAD 0dr open A revelation and a riot to drive, and uniquely intoxicating				
235	★★★★☆			
ENA	235	-	-	-

ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming	★★★★☆			
5.9 V12 S	£149144	552	300	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆			
4.7 V8	£87333	430	321	-
4.7 V8 S	£99995	430	321	-
5.9 V12 S	£139145	565	-	-
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature	★★★★☆			
4.7 V8	£98995	430	321	-
4.7 V8 S	£110700	430	321	-
5.9 V12 S	£148145	565	343	-
DB9 VOLANTE 2dr open Open-top version of the handsome DB9 and just as charming	★★★★☆			
5.9 V12	£143495	510	333	-
5.9 V12 Black Carbon Edition	ENA	540	333	-
5.9 V12 White Carbon Edition	ENA	540	333	-
DB9 2dr coupé Attractive and charming as ever, but starting to show its age	★★★★☆			
5.9 V12	£142027	510	333	-
5.9 V12 GT Bond Edition	ENA	540	333	-
5.9 V12 Black Carbon Edition	ENA	540	333	-
5.9 V12 White Carbon Edition	ENA	540	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too	★★★★☆			
5.9 V12	£195950	568	298	-
5.9 V12 Black Carbon Edition	£195950	568	298	-
5.9 V12 White Carbon Edition	£195950	568	298	-
VANQUISH VOLANTE 2dr open A dazzling cruiser at heart and infinite headroom	★★★★☆			
5.9 V12	£207950	568	298	-
5.9 V12 Black Carbon Edition	£207950	568	298	-
5.9 V12 White Carbon Edition	£207950	568	298	-

AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined	★★★★☆			
1.0 TFSI 95 SE	£14530	93	97	15
1.6 TDI 116 SE	£15605	114	97	15
1.0 TFSI 95 Sport	£16505	93	97	15
1.4 TFSI 125 Sport	£16905	123	115	21
1.6 TDI 116 Sport	£17580	114	97	19
1.4 TFSI 125 S Line	£18900	123	117	21
1.4 TFSI 150 S Line	£19695	148	112	25
1.6 TDI 116 S Line	£19575	114	98	19
1.4 TFSI 150 Black Edition	£21290	148	117	25
1.6 TDI 116 Black Edition	£21170	114	102	19
2.0 TFSI 231 S1	£25595	228	162	33

A1 SPORTBACK 5dr hatch Rear doors add convenience to an attractive package	★★★★☆			
1.0 TFSI 95 SE	£15150	93	97	15
1.6 TDI 116 SE	£16225	114	97	19
1.0 TFSI 95 Sport	£17125	93	97	15
1.4 TFSI 125 Sport	£17525	123	118	21
1.6 TDI 116 Sport	£18200	114	97	19
1.4 TFSI 125 S Line	£19520	123	119	21
1.6 TDI 116 S Line	£20315	148	112	25
1.4 TFSI 150 S Line	£20195	114	98	19
1.6 TDI 116 Black Edition	£21910	148	117	25
1.4 TFSI 150 Black Edition	£21790	114	102	19
2.0 TFSI 231 S1	£26330	228	166	33

A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆			
1.2 TFSI 110 SE	£18865	108	114	17
1.4 TFSI 125 SE	£20165	123	117	20
1.4 TFSI 150 SE	£21015	148	105	24
1.6 TDI 110 Ultra SE	£21115	108	89	-
2.0 TDI 150 SE	£22465	148	108	23
1.6 TDI 110 Ultra SE Technik	£21865	108	89	-
2.0 TDI 150 SE Technik	£23215	148	108	23
1.2 TFSI 110 Sport Navigation	£20265	108	117	17
1.4 TFSI 125 Sport Navigation	£21565	123	122	20
2.0 TDI 150 Sport Nav quattro	£22415	148	109	24
1.6 TDI 110 Sport Nav quattro	£22515	108	105	18
2.0 TDI 150 Sport Nav quattro	£23865	148	108	23
1.4 TFSI 125 S Line Navigation	£25295	148	125	-
2.0 TDI 184 Sport Navigation	£25135	181	112	28
1.4 TFSI 125 S Line Navigation	£23715	123	124	20
1.4 TFSI 180 S Line Nav quattro	£24565	148	111	24
1.8 TFSI 180 S Line Nav quattro	£29305	177	153	28
1.6 TDI 110 S Line Navigation	£24665	108	107	18
2.0 TDI 150 S Line Navigation	£26015	148	109	23
2.0 TDI 150 S Line Nav quattro	£27445	148	127	-
2.0 TDI 184 S Line Navigation	£27285	181	114	28
2.0 TFSI 300 S3 quattro	£31230	296	162	36

A4 4dr saloon High quality and competent; leaves the dynamic finesse to its rivals	★★★★☆			
1.4 TFSI 150 SE	£25900	148	126	-
2.0 TFSI 190 SE	£27700	187	127	-
2.0 TDI 150 SE Ultra	£29150	148	99	-
2.0 TFSI 150 Sport	£26850	148	126	-
2.0 TFSI 190 Sport	£28650	187	127	-
2.0 TFSI 252 Sport quattro	£35530	248	136	-
2.0 TDI 150 Sport Ultra	£30100	148	99	-
2.0 TDI 190 Sport Ultra	£31000	187	102	-
2.0 TDI 190 Sport quattro	£33960	187	114	-
3.0 V6 TDI 218 Sport	£34250	215	109	-
3.0 V6 TDI 218 Sport quattro	£35680	215	115	-
2.0 TFSI 190 S Line	£30150	187	130	-
2.0 TFSI 252 S Line quattro	£37030	248	141	-
2.0 TDI 150 S Line	£31600	148	106	-
2.0 TDI 190 S Line	£32500	187	113	-
2.0 TDI 190 S Line quattro	£35460	187	118	-
3.0 V6 TDI 218 S Line	£35750	215	114	-
3.0 V6 TDI 218 S Line quattro	£37180	215	119	-
3.0 V6 TDI 272 S Line quattro	£38950	268	134	-

A4 AVANT 5dr estate Classy demure and very tech savvy Audi estate	★★★★☆			
2.0 TFSI 190 SE	£29100	187	129	-
2.0 TDI 150 SE Ultra	£30550	148	104	-
2.0 TFSI 190 Sport	£30050	187	129	-
2.0 TFSI 252 Sport quattro	£36930	248	139	-
2.0 TDI 150 Sport Ultra	£31500	148	104	-
2.0 TDI 190 Sport Ultra	£32400	187	106	-
2.0 TDI 190 Sport quattro	£35360	187	116	-
3.0 V6 TDI 218 Sport	£35650	215	114	-
3.0 V6 TDI 218 Sport quattro	£37080	215	119	-

A3 SALOON 4dr saloon All the A3's standard attributes in a saloon body.				
1.4 TFSI 150 Sport Navigation	£23585	148	110	24
1.6 TDI 110 Sport Navigation	£23685	108	104	18
1.6 TDI 110 Sport Nav quattro	£25115	108	127	15
2.0 TDI 150 Sport Navigation	£25035	148	107	24
2.0 TDI 150 Sport Nav quattro	£26465	148	125	23
2.0 TDI 184 Sport Navigation	£26305	181	112	28
1.4 TFSI 150 S Line Navigation	£25735	148	112	24
1.8 TFSI 180 S Line Nav quattro	£30475	177	153	28
1.6 TDI 110 S Line Navigation	£25835	108	106	18
2.0 TDI 150 S Line Navigation	£27185	148	108	24
2.0 TDI 150 S Line Nav quattro	£28615	148	127	23
2.0 TDI 184 S Line Navigation	£28455	181	114	28
2.0 TFSI 300 S3 quattro	£33830	296	164	36

A3 SPORTBACK 5dr hatch		Classy interior, stable handling, and peppy engines		
		★★★★☆		
1.2 TFSI 110 SE	£19485	108	114	17
1.4 TFSI 125 SE	£20785	123	117	20
1.4 TFSI 150 SE	£21635	148	107	24
1.6 TDI 110 Ultra SE	£21735	108	89	18
1.6 TDI 110 SE quattro	£23165	108	119	15
2.0 TDI 150 SE	£23085	148	108	24
1.6 TDI 110 Ultra SE Technik	£22485	108	89	18
2.0 TDI 150 SE Technik	£23835	148	108	23
1.2 TFSI 110 Sport Navigation	£20885	108	117	17
1.4 TFSI 125 Sport Navigation	£22185	123	120	20
1.4 TFSI 150 Sport Navigation	£23035	148	112	24
1.6 TDI 110 Sport Navigation	£23135	108	105	18
1.6 TDI 110 Sport Nav quattro	£24565	108	127	15
2.0 TDI 150 Sport Nav quattro	£24485	148	108	24
2.0 TDI 150 Sport Nav quattro	£25915	148	125	24
2.0 TDI 184 Sport Nav quattro	£25755	83	123	28

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 272 Black Ed quattro	£46455	268	138	42
3.0 BITDI 320 Black Ed quattro	£51165	316	164	44
4.0 TFSI 450 S6 quattro	£56545	444	214	47
A6 AVANT 5dr estate A capable stress buster; BITDI a giant-killer ★★★★★				
2.0 TDI 190 SE Ultra	£34345	187	118	33
2.0 TDI 190 SE quattro	£37635	187	132	-
3.0 TDI 218 SE	£40485	215	125	35
3.0 TDI 218 SE quattro	£42245	215	138	40
3.0 TDI 272 SE quattro	£43805	268	138	42
3.0 BITDI 320 SE quattro	£48515	316	164	44
2.0 TDI 190 S Line Ultra	£36870	187	119	33
2.0 TDI 190 S Line quattro	£40160	187	133	-
3.0 TDI 218 S Line	£43010	215	125	35
3.0 TDI 218 S Line quattro	£44770	215	138	40
3.0 TDI 272 S Line quattro	£46330	268	138	42
3.0 BITDI 320 S Line quattro	£51040	316	164	44
2.0 TDI 190 Black Edition Ultra	£39045	187	119	33
2.0 TDI 190 Black Ed quattro	£42335	187	133	-
3.0 TDI 218 Black Edition	£45185	215	127	35
3.0 TDI 218 Black Ed quattro	£46960	215	138	40
3.0 TDI 272 Black Ed quattro	£48520	268	138	42
3.0 BITDI 320 Black Ed quattro	£53330	316	164	44
4.0 TFSI 450 S6 quattro	£58545	444	214	47
4.0 TFSI 560 RS6 quattro	£79085	552	223	50
4.0 TFSI 605 RS6 Performance	£86000	596	223	50
A6 ALLROAD 5dr estate Rugged A4.6s. Even more pricey ★★★★★				
3.0 TDI 218 quattro	£45755	215	145	39
3.0 TDI 218 Sport quattro	£49455	215	145	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 Sport quattro	£51015	268	149	42
3.0 BITDI 320 quattro	£52125	315	172	43
3.0 BITDI 320 Sport quattro	£55825	315	172	43
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward ★★★★★				
3.0 TDI 218 SE Executive Ultra	£46415	215	124	38
3.0 TDI 218 SE Exec quattro	£48170	215	138	41
3.0 TDI 272 SE Exec quattro	£50755	268	149	42
3.0 TFSI 333 S Line quattro	£53545	328	182	44
3.0 TDI 218 S Line Ultra	£49205	215	128	38
3.0 TDI 218 S Line quattro	£50980	215	142	41
3.0 TDI 272 S Line quattro	£53560	268	142	41
3.0 BITDI 320 S Line quattro	£57230	315	167	45
3.0 TFSI 333 Black Ed quattro	£55895	328	182	44
3.0 TDI 218 Black Ed quattro	£52500	215	142	41
3.0 TDI 272 Black Ed quattro	£55080	268	142	41
3.0 BITDI 320 Black Ed quattro	£58600	315	167	45
4.0 TFSI 450 S7 quattro	£63920	444	220	45
4.0 TFSI 560 RS7 quattro	£85025	552	221	50
4.0 TFSI 605 RS7 Performance	£91600	596	221	-
A8 4dr saloon Stylish, comfortable and solid. Not a convincing luxury saloon as others ★★★★★				
3.0 TDI 262 SE quattro	£60235	258	149	48
3.0 TDI 262 SE Exec quattro	£62840	258	149	48
4.2 TDI 385 SE Exec quattro	£73485	379	189	50
3.0 TDI 262 Sport quattro	£66475	258	155	48
4.2 TDI 385 Sport quattro	£77085	379	193	50
3.0 TDI 262 Edition 21 quattro	£73175	258	155	48
4.0 TFSI 520 S8 quattro	£81835	513	216	49
4.0 TFSI 605 S8 Plus quattro	£97700	596	231	-
4.0 TDI 262 SE quattro	£64235	258	153	48
4.0 TDI 262 SE Exec quattro	£66840	258	153	48
4.2 TDI 385 SE Exec quattro	£77450	379	190	50
3.0 TDI 262 Edition 21	£77140	258	159	48
4.0 TFSI 605 RS7 Performance	£98570	493	254	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV ★★★★★				
1.4 TFSI 150 SE	£25650	148	127	20
2.0 TFSI 180 SE quattro	£29910	177	152	28
2.0 TDI 150 SE	£27190	148	117	21
2.0 TDI 150 SE quattro	£28620	148	129	21
2.0 TDI 184 SE quattro	£29550	181	138	25
1.4 TFSI 150 S Line	£28330	138	131	20
2.0 TFSI 180 S Line quattro	£32460	177	155	28
2.0 TDI 150 S Line	£29740	148	119	21
2.0 TDI 150 S Line quattro	£31300	148	132	21
2.0 TDI 184 S Line quattro	£32100	181	140	25
2.0 TFSI 180 S Line Plus quattro	£34810	177	161	28
2.0 TDI 150 S Line Plus quattro	£33650	148	138	21
2.0 TDI 184 S Line Plus quattro	£34465	181	146	25
2.5 TFSI 340 RS Q3 quattro	£45810	335	203	37
Q5 5dr 4x4 Premium brand with affordable SUV practicality. Dull to drive ★★★★★				
2.0 TFSI 230 SE quattro	£33255	227	173	29
2.0 TDI 150 SE quattro	£32130	148	147	22
2.0 TDI 190 SE quattro	£33105	178	148	29
3.0 TDI 258 SE quattro	£38790	254	158	39
2.0 TFSI 230 S Line quattro	£35710	227	179	29
2.0 TDI 150 S Line quattro	£34530	148	150	22
2.0 TDI 190 S Line quattro	£35540	178	151	29
3.0 TDI 258 S Line quattro	£41190	254	161	39
2.0 TFSI 230 S Line Plus quattro	£38210	227	181	29
2.0 TDI 150 S Line Plus quattro	£37065	148	152	22
2.0 TDI 190 S Line Plus quattro	£38040	178	153	29
3.0 TDI 258 S Line Plus quattro	£43690	254	163	39
3.0 BITDI 340 S05 quattro	£45475	321	174	-
3.0 BITDI 340 S05 Plus quattro	£51845	335	174	-
Q7 5dr 4x4 Seven-seat SUV is unengaging to drive, but fast and light. Classy interior ★★★★★				
3.0 TDI 218 SE	£47755	215	150	-
3.0 TDI 218 SE quattro	£50340	268	153	41
3.0 TDI 218 S Line	£51250	215	150	-
3.0 TDI 272 S Line	£53835	268	153	41
TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige ★★★★★				
1.8 TFSI Sport	£27150	178	138	-
2.0 TFSI Sport	£30215	228	141	35
2.0 TFSI Sport quattro S-tronic	£33160	228	153	37
2.0 TDI Sport Ultra	£30110	181	116	35
1.8 TFSI S Line	£29700	178	138	-
2.0 TFSI S Line	£32765	228	141	35
2.0 TFSI S Line quattro S-tronic	£35710	228	153	37
2.0 TDI S Line Ultra	£32660	181	116	35
2.0 TFSI 310 TTS quattro	£39245	305	168	42
TT ROADSTER 2dr open Takes the edge off the TTs fine looks but still hugely competent ★★★★★				
1.8 TFSI Sport	£28915	178	142	-
2.0 TFSI Sport	£32100	228	144	38
2.0 TFSI Sport quattro S-tronic	£35045	228	158	39
2.0 TDI Sport Ultra	£31995	181	120	36
1.8 TFSI S Line	£31465	178	142	-
2.0 TFSI S Line	£34650	228	144	38
2.0 TFSI S Line quattro S-tronic	£37595	228	158	39
2.0 TDI S Line Ultra	£34545	181	120	36
2.0 TFSI 310 TTS quattro	£41130	305	173	43
R8 2dr coupé Usable, but no less involving and dramatic for it. V10 is brutal ★★★★★				
5.2 FSI 540 V10	£119500	532	272	50
5.2 FSI 610 V10 Plus	£134500	601	287	50
BAC				
MONO 2dr open An F-22 Raptor for the road. Only better built ★★★★★				
Mono 2.3	£111168	305	-	-
BENTLEY				
CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot ★★★★★				
6.0 W12	£150500	582	330	50
6.0 W12 GT Speed	£168300	626	338	50
4.0 V8	£140300	500	246	50
4.0 V8 S	£149800	520	250	50
4.0 V8 GT3-R	£237500	572	295	50
CONTINENTAL GT CONVERTIBLE 2dr open Lavish and sumptuous convertible ★★★★★				
4.0 V8	£154400	500	254	50
4.0 V8 S	£164800	520	258	50
6.0 W12	£165600	582	333	50
6.0 W12 GT Speed	£185200	626	347	50
MULSANNÉ 4dr saloon The Mulsanne is more of a driver's car with its laid-back V8 ★★★★★				
6.75 V8	£229360	505	342	-
6.75 V8 Speed	£252000	530	342	-
FLYING SPUR 4dr saloon A genuine luxury saloon. But lagging behind in a couple of areas ★★★★★				
4.0 V8	£142800	500	254	50
6.0 W12	£153300	616	332	50
BMW				
1 SERIES 3dr hatch Strong on performance and economy, but not as good as it could be ★★★★★				
118i SE	£20930	134	116	18
118i Sport	£21930	134	123	18
118i M Sport	£23630	134	126	19
120i Sport	£23980	174	136	21
120i M Sport	£25680	174	139	22
125i M Sport	£27060	215	157	28
M135i	£32010	321	188	37
116d SE	£21865	114	94	15
116d ED Plus	£22180	114	89	15
116d Sport	£22865	114	103	15
116d M Sport	£24565	114	106	16
118d SE	£23010	148	104	19
118d Sport	£24010	148	109	19
118d M Sport	£25710	148	114	20
120d Sport	£25460	187	114	24
125d M Sport	£27160	187	118	25
130d M Sport	£30485	221	121	30
1 SERIES 5dr hatch Clumsy-looking from some angles and could handle better ★★★★★				
118i SE	£21460	134	116	18
118i Sport	£22460	134	123	18
118i M Sport	£24160	134	126	19
120i Sport	£24510	174	136	21
120i M Sport	£26210	174	139	22
125i M Sport	£28240	215	157	28
120d Sport	£27690	187	118	25
120d xDrive M Sport	£30740	187	119	24
125d M Sport	£31015	221	121	30
2 SERIES COUPÉ 2dr coupé A proper compact coupé now. Could be better equipped ★★★★★				
218i SE	£22890	134	125	20
218i Sport	£23890	134	125	20
218i Luxury	£24890	134	130	20
218i M Sport	£25240	134	130	20
220i Sport	£26730	181	146	25
220i Luxury	£27730	181	149	26
220i M Sport	£28080	181	149	26
228i M Sport	£28945	241	155	30
M235i	£35075	321	189	39
M2	£44070	365	199	-
218d SE	£24950	148	113	20
218d Sport	£25950	148	113	20
218d Luxury	£26950	148	116	20
218d M Sport	£27300	148	116	20
220d Sport	£27550	187	112	26
220d Luxury	£28550	187	115	26
220d M Sport	£28900	187	115	27
220d xDrive Sport	£30600	187	119	24
220d xDrive Luxury	£31600	187	124	25
220d xDrive M Sport	£31950	187	124	25
25d M Sport	£32655	221	121	31
2 SERIES CONVERTIBLE 2dr open Doesn't have the coupé's verve, but still good ★★★★★				
218i SE	£26580	134	136	21
218i Sport	£27580	134	136	21
218i Luxury	£28580	134	139	22
218i M Sport	£28930	134	139	22
220i Sport	£29715	181	157	28
220i Luxury	£30715	181	161	28
220i M Sport	£31065	181	161	29
228i M Sport	£32085	241	163	33
M235i	£38250	321	199	40
218d SE	£28150	148	161	22
218d Sport	£29150	148	163	22
218d Luxury	£30150	148	199	22
218d M Sport	£30500	148	161	22
220d Sport	£30500	187	163	27
220d Luxury	£31500	187	199	27
220d M Sport	£31850	187	161	27
25d M Sport	£35500	221	163	32
2 SERIES ACTIVE TOURER 5dr MPV BMW's front-drive hatch is a proper contender ★★★★★				
218i SE	£23010	134	115	13
218i Sport	£24260	134	115	13
218i Luxury	£25010	134	115	14
218i M Sport	£26010	134	120	14
220i Sport	£26310	189	137	20
220i Luxury	£27060	189	137	20
220i M Sport	£28075	189	142	20
225i xDrive Luxury	£31745	227	148	23
225i xDrive M Sport	£32745	227	148	24
225xe Sport	£35005	221	46	-
225xe Luxury	£35755	221	46	-
216d SE	£23945	114	99	13
216d Sport	£25195	114	99	13
216d Luxury	£25945	114	99	14
216d M Sport	£26945	114	104	14
218d SE	£25090	148	109	16
218d Sport	£26340	148	109	16
218d Luxury	£27090	148	109	16
2				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
353d xDrive M Sport	£41665	308	151	40
3 SERIES GT 5dr hatch Hatchback practicality meets 3 Series talent. Duller but decent ★★★★★				
320i Sport	£29905	181	155	31
320i M Sport	£30905	181	155	31
320i xDrive SE	£31905	181	155	31
320i xDrive M Sport	£32155	181	155	31
320i xDrive SE	£31405	181	165	31
320i xDrive M Sport	£32405	181	165	31
320i xDrive SE	£33405	181	165	31
320i xDrive M Sport	£33655	181	165	31
328i SE	£33105	241	157	35
328i Sport	£34105	241	157	35
328i M Sport	£35105	241	157	35
328i xDrive SE	£35355	241	157	35
335i M Sport	£40565	302	189	38
335i SE	£40815	302	189	38
318d Sport	£31275	148	121	24
318d M Sport	£32275	148	121	24
318d xDrive SE	£33275	148	121	24
318d xDrive M Sport	£33525	148	121	24
320d SE	£32375	187	125	30
320d Sport	£33375	187	125	30
320d M Sport	£34375	187	125	30
320d xDrive SE	£34625	187	125	30
320d xDrive M Sport	£35425	187	125	30
320d xDrive SE	£36425	187	125	30
320d xDrive M Sport	£37425	187	125	30
320d xDrive M Sport	£37675	187	125	30
325d SE	£43405	215	136	34
325d M Sport	£43655	215	136	34
325d SE	£43705	215	136	34
325d M Sport	£43955	215	136	34
330d SE	£39705	254	137	40
330d M Sport	£39955	254	137	40
330d xDrive SE	£39920	254	141	40
330d xDrive M Sport	£41220	254	141	40
330d xDrive M Sport	£41470	254	141	40
335d xDrive M Sport	£44120	308	149	42
335d xDrive M Sport	£44370	308	149	42
4 SERIES COUPE 2dr coupé More talented GT than brilliant B-road steers. ★★★★★				
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i M Sport	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive M Sport	£33160	181	163	30
420i xDrive M Sport	£34160	181	163	31
428i SE	£33520	242	154	33
428i M Sport	£35020	242	156	33
428i M Sport	£36020	242	156	34
428i M Sport	£36520	242	156	34
435i M Sport	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
418d SE	£31695	148	114	24
418d Sport	£33195	148	118	25
418d M Sport	£34195	148	118	25
424d SE	£34695	148	118	25
424d M Sport	£34995	181	119	31
424d M Sport	£35495	181	119	31
424d xDrive SE	£35995	181	119	31
424d xDrive M Sport	£36495	181	125	30
424d xDrive M Sport	£36995	181	125	30
425d SE	£35430	215	133	33
425d Sport	£36930	215	136	34
425d M Sport	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d M Sport	£40445	255	134	40
430d M Sport	£40945	255	134	40
430d xDrive M Sport	£41960	255	142	40
430d xDrive M Sport	£42460	255	142	40
435d xDrive M Sport	£45245	308	147	41
435d xDrive M Sport	£45745	308	147	41
4 SERIES CONVERTIBLE 2dr open A quality product, but some of the verve has gone ★★★★★				
420i SE	£34910	181	154	30
420i Sport	£36410	181	158	31
420i M Sport	£37410	181	158	31
428i SE	£37720	242	159	33
428i Sport	£39220	242	163	36
428i M Sport	£40220	242	163	36
428i M Sport	£40720	242	163	37
435i M Sport	£45685	302	194	39
435i M Sport	£46185	302	194	39
M4	£61155	425	213	43
420d SE	£37250	187	127	31
420d Sport	£38880	187	134	31
420d M Sport	£39880	187	134	31
420d M Sport	£40380	187	134	31
425d SE	£39240	215	138	34
425d Sport	£40755	215	143	34
425d M Sport	£41755	215	143	34
425d M Sport	£42255	215	143	34
430d M Sport	£45200	255	144	41
430d M Sport	£45700	255	144	41
435d xDrive M Sport	£49100	308	155	42
435d xDrive M Sport	£49600	308	155	42
4 SERIES GRAN COUPE 4dr saloon A prettier 3 Series. Very good, but not better. ★★★★★				
420i SE	£30125	181	149	29
420i Sport	£31660	181	153	29
420i M Sport	£32660	181	153	29
420i M Sport	£33160	181	153	30
420i xDrive SE	£31660	181	161	30
420i xDrive M Sport	£33160	181	164	30
420i xDrive M Sport	£34160	181	164	30
428i SE	£33520	241	154	33
428i Sport	£35020	241	156	33
428i M Sport	£36020	241	156	34
428i M Sport	£36520	241	156	34
435i M Sport	£41870	302	193	36
435i M Sport	£42370	302	193	36
418d SE	£31695	148	114	23
418d Sport	£33195	148	118	23
418d M Sport	£34195	148	118	24
418d M Sport	£34695	148	118	24
418d M Sport	£35195	148	118	24
418d M Sport	£35695	148	118	24
418d M Sport	£36195	148	118	24
418d M Sport	£36695	148	118	24
418d M Sport	£37195	148	118	24
418d M Sport	£37695	148	118	24
418d M Sport	£38195	148	118	24
418d M Sport	£38695	148	118	24
418d M Sport	£39195	148	118	24
418d M Sport	£39695	148	118	24
418d M Sport	£40195	148	118	24
418d M Sport	£40695	148	118	24
418d M Sport	£41195	148	118	24
418d M Sport	£41695	148	118	24
418d M Sport	£42195	148	118	24
418d M Sport	£42695	148	118	24
418d M Sport	£43195	148	118	24
418d M Sport	£43695	148	118	24
418d M Sport	£44195	148	118	24
418d M Sport	£44695	148	118	24
418d M Sport	£45195	148	118	24
418d M Sport	£45695	148	118	24
418d M Sport	£46195	148	118	24
418d M Sport	£46695	148	118	24
418d M Sport	£47195	148	118	24
418d M Sport	£47695	148	118	24
418d M Sport	£48195	148	118	24
418d M Sport	£48695	148	118	24
418d M Sport	£49195	148	118	24
418d M Sport	£49695	148	118	24
418d M Sport	£50195	148	118	24
418d M Sport	£50695	148	118	24
418d M Sport	£51195	148	118	24
418d M Sport	£51695	148	118	24
418d M Sport	£52195	148	118	24
418d M Sport	£52695	148	118	24
418d M Sport	£53195	148	118	24
418d M Sport	£53695	148	118	24
418d M Sport	£54195	148	118	24
418d M Sport	£54695	148	118	24
418d M Sport	£55195	148	118	24
418d M Sport	£55695	148	118	24
418d M Sport	£56195	148	118	24
418d M Sport	£56695	148	118	24
418d M Sport	£57195	148	118	24
418d M Sport	£57695	148	118	24
418d M Sport	£58195	148	118	24
418d M Sport	£58695	148	118	24
418d M Sport	£59195	148	118	24
418d M Sport	£59695	148	118	24
418d M Sport	£60195	148	118	24
418d M Sport	£60695	148	118	24
418d M Sport	£61195	148	118	24
418d M Sport	£61695	148	118	24
418d M Sport	£62195	148	118	24
418d M Sport	£62695	148	118	24
418d M Sport	£63195	148	118	24
418d M Sport	£63695	148	118	24
418d M Sport	£64195	148	118	24
418d M Sport	£64695	148	118	24
418d M Sport	£65195	148	118	24
418d M Sport	£65695	148	118	24
418d M Sport	£66195	148	118	24
418d M Sport	£66695	148	118	24
418d M Sport	£67195	148	118	24
418d M Sport	£67695	148	118	24
418d M Sport	£68195	148	118	24
418d M Sport	£68695	148	118	24
418d M Sport	£69195	148	118	24
418d M Sport	£69695	148	118	24
418d M Sport	£70195	148	118	24
418d M Sport	£70695	148	118	24
418d M Sport	£71195	148	118	24
418d M Sport	£71695	148	118	24
418d M Sport	£72195	148	118	24
418d M Sport	£72695	148	118	24
418d M Sport	£73195	148	118	24
418d M Sport	£73695	148	118	24
418d M Sport	£74195	148	118	24
418d M Sport	£74695	148	118	24
418d M Sport	£75195	148	118	24
418d M Sport	£75695	148	118	24
418d M Sport	£76195	148	118	24
418d M Sport	£76695	148	118	24
418d M Sport	£77195	148	118	24
418d M Sport	£77695	148	118	24
418d M Sport	£78195	148	118	24
418d M Sport	£78695	148	118	24
418d M Sport	£79195	148	118	24
418d M Sport	£79695	148	118	24
418d M Sport	£80195	148	118	24
418d M Sport	£80695	148	118	24
418d M Sport	£81195	148	118	24
418d M Sport	£81695	148	118	24
418d M Sport	£82195	148	118	24
418d M Sport	£82695	148	118	24
418d M Sport	£83195	148	118	24
418d M Sport	£83695	148	118	24
418d M Sport	£84195	148	118	24
418d M Sport	£84695	148	118	24
418d M Sport	£85195	148	118	24
418d M Sport	£85695	148	118	24
418d M Sport	£86195	148	118	24
418d M Sport	£86695	148	118	24
418d M Sport	£87195	148	118	24
418d M Sport	£87695	148	118	24
418d M Sport	£88195	148	118	24
418d M Sport	£88695	148	118	24
418d M Sport	£89195	148	118	24
418d M Sport	£89695	148	118	24
418d M Sport	£90195	148	118	24
418d M Sport	£90695	148	118	24
418d M Sport	£91195	148	118	24
418d M Sport	£91695	148	118	24
418d M Sport	£92195	148	118	24
418d M Sport	£92695	148	118	24
418d M Sport	£93195	148	118	24
418d M Sport	£93695	148	118	24
418d M Sport	£94195	148	118	24
418d M Sport	£94695	148	118	24
418d M Sport	£95195	148	118	24
418d M Sport	£95695	148	118	24
418d M Sport	£96195	148	118	24
418d M Sport	£96695			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11995	68	115	3
B-MAX 5dr MPV Fiesta dynamics and sliding door access provide convincing selling points. ★★★★★				
1.0T EcoBoost 100 Zetec	£15595	99	119	9
1.0T EcoBoost 100 Titanium	£16695	99	119	9
1.0T EcoBoost 125 Zetec	£16195	123	114	13
1.0T EcoBoost 125 Titanium	£17295	123	114	13
1.0T EcoBoost 125 Titanium X	£18495	123	114	13
1.4 90 Studio	£13195	89	139	7
1.4 90 Zetec	£14995	89	139	8
1.6 105 Zetec Powershift	£16695	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.6 105 Titanium X Powershift	£18995	103	149	11
1.5 TDCi 75 Zetec	£16545	74	98	8
1.5 TDCi 95 Zetec	£17045	94	98	11
1.5 TDCi 95 Titanium	£18125	94	98	11
1.5 TDCi 95 Titanium X	£19325	94	98	11
1.4 90 Zetec Red Edition	£15745	89	139	7
1.6 105 Zetec Powershift Red Ed	£17445	103	149	10
1.0T EcoBoost 140 Zetec Red Ed	£17245	138	116	11
1.4 90 Zetec White Edition	£15745	89	139	7
1.6 105 Zetec P'Shift White Ed	£17745	103	149	11
1.0T EcoBoost 140 Zetec White Ed	£17245	138	116	11
1.4 90 Zetec Silver Edition	£15745	89	139	7
1.6 105 Zetec P'Shift Silver Ed	£17745	103	149	11
1.0T EcoBoost 140 Zetec Silver Ed	£17245	138	116	11
FIESTA 3dr hatch No longer the class leader in every respect, but for ride and handling it still is. ★★★★★				
1.6 105 Zetec Powershift	£15045	103	138	12
1.0 80 Zetec S-S	£13795	79	99	7
1.0 80 Titanium S-S	£14795	79	99	7
1.0T EcoBoost Zetec S-S	£14295	99	111	9
1.0T EcoBoost Zetec Black Edit	£14745	99	111	9
1.0T EcoBoost Zetec White Edit	£14745	99	111	9
1.0T EcoBoost Titanium S-S	£15295	99	111	9
1.0T EcoBoost Titanium X S-S	£16545	99	111	9
1.0T 125 EcoBoost Titanium S-S	£15795	123	99	15
1.0T 125 EcoBoost Titanium X S-S	£17045	123	99	15
1.0T 125 EcoBoost Zetec S-S	£16045	123	99	15
1.0T 140 EcoBoost Zetec S-S	£16345	138	104	16
1.0T 140 EcoBoost Zetec S Red Edit	£16445	138	104	16
1.0T 140 EcoBoost Zetec S Black Edit	£16445	138	104	16
1.25 60 Studio	£10245	59	122	3
1.25 60 Style	£11995	59	122	4
1.25 82 Style	£12495	80	122	7
1.25 82 Zetec	£13295	80	122	7
1.25 82 Zetec Black Edition	£13745	80	122	7
1.25 82 Zetec White Edition	£13745	80	122	7
1.6 105 Zetec Powershift	£15145	103	138	12
1.6 105 Titanium Powershift	£16145	103	138	12
1.6T 180 EcoBoost ST-1	£17645	180	138	30
1.6T 180 EcoBoost ST-2	£18645	180	138	30
1.6T 180 EcoBoost ST-3	£19645	180	138	30
1.5 TDCi 75 Style	£14095	74	94	8
1.5 TDCi 75 Zetec	£14895	74	94	9
1.5 TDCi 75 Titanium	£15895	74	94	9
1.5 TDCi 95 Style Economic	£15195	94	82	11
1.5 TDCi 95 Zetec Economic	£15795	94	82	12
1.5 TDCi 95 Zetec S	£16645	94	82	12
1.5 TDCi 95 Titanium EcoNetic	£16795	94	82	12
1.5 TDCi 95 Titanium X	£17645	94	82	12
FIESTA 5dr hatch No longer the class leader in every respect, but for ride and handling it still is. ★★★★★				
1.25 82 Style	£13095	80	122	7
1.6 105 Titanium Powershift	£16645	103	138	12
1.6 105 Zetec Powershift	£15745	103	138	12
1.0 80 Zetec S-S	£14395	79	99	6
1.0 80 Titanium S-S	£14595	79	99	7
1.0T EcoBoost Zetec S-S	£15395	99	111	9
1.0T EcoBoost Zetec Black Edit	£15345	99	111	9
1.0T EcoBoost Zetec White Edit	£15345	99	111	9
1.0T EcoBoost Titanium S-S	£15895	99	111	9
1.0T EcoBoost Titanium X S-S	£17045	99	111	9
1.0T 125 EcoBoost Titanium S-S	£16395	123	99	15
1.0T 125 EcoBoost Titanium X S-S	£17545	123	99	15
1.25 60 Style	£12595	59	122	4
1.25 82 Zetec	£13895	80	122	7
1.25 82 Zetec Black Edition	£14345	80	122	7
1.25 82 Zetec White Edition	£14345	80	122	7
1.6 105 Zetec Powershift	£15745	103	138	12
1.6 105 Titanium Powershift	£16745	103	138	12
1.5 TDCi 75 Style	£14695	74	94	8
1.5 TDCi 75 Zetec	£15495	74	94	9
1.5 TDCi 75 Titanium	£16495	74	94	9
1.5 TDCi 95 Style Economic S-S	£15795	94	82	11
1.5 TDCi 95 Zetec Economic S-S	£16395	94	82	12
1.5 TDCi 95 Titanium Economic	£17395	94	82	12
1.5 TDCi 95 Titanium X	£18245	94	82	12
ECOSPORT 5dr hatch Pumped up Fiesta okay, but developing world origins show through. ★★★★★				
1.0T EcoBoost 125 Titanium	£16645	123	125	11
1.0T EcoBoost 125 Zetec	£15345	123	125	11
1.5 Duratec 112 Titanium P'Shift	£17245	110	149	10
1.5 TDCi 112 Zetec	£14445	110	149	10
1.5 TDCi 95 Titanium	£17395	94	115	10
1.5 TDCi 95 Zetec	£15895	94	115	10
FOCUS 5dr hatch Still appealing for its good drive, but not as much as it perhaps should. ★★★★★				
1.6 125 Zetec S	£21095	123	146	14
1.0T EcoBoost Style	£17595	99	105	10
1.0T EcoBoost Style	£17945	99	105	10
1.0T EcoBoost Zetec	£18595	99	105	10
1.0T EcoBoost Titanium	£20095	99	105	10
1.0T EcoBoost Titanium	£22095	99	105	10
1.0T 125 Ebst Style Powershift	£19345	123	125	14
1.0T 125 EcoBoost Zetec	£19095	123	108	14
1.0T 125 EcoBoost Zetec S	£20345	123	108	14
1.0T 125 EcoBoost Titanium	£20595	123	108	14
1.0T 125 EcoBoost Titanium X	£22595	123	108	14
1.5T 150 EcoBoost Zetec S	£20845	148	127	14
1.5T 150 EcoBoost Titanium	£21095	148	127	14
1.5T 182 Ebst Zetec Red Edition	£21995	180	127	14
1.5T 182 Ebst Zetec Black Edit	£22520	180	127	14
1.5T 182 EcoBoost Titanium X	£23820	180	127	14
1.6 85 Style	£15995	84	136	7
1.6 105 Style	£17095	103	136	11
1.6 125 Style Powershift	£18845	123	146	14
1.6 125 Zetec Powershift	£19845	123	146	14
1.6 125 Zetec S Powershift	£21095	123	146	14
1.6 125 Titanium Powershift	£21345	123	146	14
2.0T 250 EcoBoost ST-1	£22495	247	159	34
2.0T 250 EcoBoost ST-2	£24245	247	159	35
2.0T 250 EcoBoost ST-3	£26245	247	159	35
2.0T 250 EcoBoost ST-4	£28245	247	159	35
2.0T 250 EcoBoost ST-5	£30245	247	159	35
2.0T 250 EcoBoost ST-6	£32245	247	159	35
2.0T 250 EcoBoost ST-7	£34245	247	159	35
2.0T 250 EcoBoost ST-8	£36245	247	159	35
2.0T 250 EcoBoost ST-9	£38245	247	159	35
2.0T 250 EcoBoost ST-10	£40245	247	159	35
2.0T 250 EcoBoost ST-11	£42245	247	159	35
2.0T 250 EcoBoost ST-12	£44245	247	159	35
2.0T 250 EcoBoost ST-13	£46245	247	159	35
2.0T 250 EcoBoost ST-14	£48245	247	159	35
2.0T 250 EcoBoost ST-15	£50245	247	159	35
2.0T 250 EcoBoost ST-16	£52245	247	159	35
2.0T 250 EcoBoost ST-17	£54245	247	159	35
2.0T 250 EcoBoost ST-18	£56245	247	159	35
2.0T 250 EcoBoost ST-19	£58245	247	159	35
2.0T 250 EcoBoost ST-20	£60245	247	159	35
2.0T 250 EcoBoost ST-21	£62245	247	159	35
2.0T 250 EcoBoost ST-22	£64245	247	159	35
2.0T 250 EcoBoost ST-23	£66245	247	159	35
2.0T 250 EcoBoost ST-24	£68245	247	159	35
2.0T 250 EcoBoost ST-25	£70245	247	159	35
2.0T 250 EcoBoost ST-26	£72245	247	159	35
2.0T 250 EcoBoost ST-27	£74245	247	159	35
2.0T 250 EcoBoost ST-28	£76245	247	159	35
2.0T 250 EcoBoost ST-29	£78245	247	159	35
2.0T 250 EcoBoost ST-30	£80245	247	159	35
2.0T 250 EcoBoost ST-31	£82245	247	159	35
2.0T 250 EcoBoost ST-32	£84245	247	159	35
2.0T 250 EcoBoost ST-33	£86245	247	159	35
2.0T 250 EcoBoost ST-34	£88245	247	159	35
2.0T 250 EcoBoost ST-35	£90245	247	159	35
2.0T 250 EcoBoost ST-36	£92245	247	159	35
2.0T 250 EcoBoost ST-37	£94245	247	159	35
2.0T 250 EcoBoost ST-38	£96245	247	159	35
2.0T 250 EcoBoost ST-39	£98245	247	159	35
2.0T 250 EcoBoost ST-40	£100245	247	159	35
2.0T 250 EcoBoost ST-41	£102245	247	159	35
2.0T 250 EcoBoost ST-42	£104245	247	159	35
2.0T 250 EcoBoost ST-43	£106245	247	159	35
2.0T 250 EcoBoost ST-44	£108245	247	159	35
2.0T 250 EcoBoost ST-45	£110245	247	159	35
2.0T 250 EcoBoost ST-46	£112245	247	159	35
2.0T 250 EcoBoost ST-47	£114245	247	159	35
2.0T 250 EcoBoost ST-48	£116245	247	159	35
2.0T 250 EcoBoost ST-49	£118245	247	159	35
2.0T 250 EcoBoost ST-50	£120245	247	159	35
2.0T 250 EcoBoost ST-51	£122245	247	159	35
2.0T 250 EcoBoost ST-52	£124245	247	159	35
2.0T 250 EcoBoost ST-53	£126245	247	159	35
2.0T 250 EcoBoost ST-54	£128245	247	159	35
2.0T 250 EcoBoost ST-55	£130245	247	159	35
2.0T 250 EcoBoost ST-56	£132245	247	159	35
2.0T 250 EcoBoost ST-57	£134245	247	159	35
2.0T 250 EcoBoost ST-58	£136245	247	159	35
2.0T 250 EcoBoost ST-59	£138245	247	159	35
2.0T 250 EcoBoost ST-60	£140245	247	159	35
2.0T 250 EcoBoost ST-61	£142245	247	159	35
2.0T 250 EcoBoost ST-62	£144245	247	159	35
2.0T 250 EcoBoost ST-63	£146245	247	159	35
2.0T 250 EcoBoost ST-64	£148245	247	159	35
2.0T 250 EcoBoost ST-65	£150245	247	159	35
2.0T 250 EcoBoost ST-66	£152245	247	159	35
2.0T 250 EcoBoost ST-67	£154245	247	159	35
2.0T 250 EcoBoost ST-68	£156245	247	159	35
2.0T 250 EcoBoost ST-69	£158245	247	159	35
2.0T 250 EcoBoost ST-70	£160245	247	159	35
2.0T 250 EcoBoost ST-71	£162245	247	159	35
2.0T 250 EcoBoost ST-72	£164245	247	159	35
2.0T 250 EcoBoost ST-73	£166245	247	159	35
2.0T 250 EcoBoost ST-74	£168245	247	159	35
2.0T 250 EcoBoost ST-75	£170245	247	159	35
2.0T 250 EcoBoost ST-76	£172245	247	159	35
2.0T 250 EcoBoost ST-77	£174245	247	159	35
2.0T 250 EcoBoost ST-78	£176245	247	159	35
2.0T 250 EcoBoost ST-79	£178245	247	159	35
2.0T 250 EcoBoost ST-80	£180245	247	159	35
2.0T 250 EcoBoost ST-81	£182245	247	159	35
2.0T 250 EcoBoost ST-82	£184245	247	159	35
2.0T 250 EcoBoost ST-83	£186245	247	159	35
2.0T 250 EcoBoost ST-84	£188245	247	159	35
2.0T 250 EcoBoost ST-85	£190245	247	159	35
2.0T 250 EcoBoost ST-86	£192245	247	159	35
2.0T 250 EcoBoost ST-87	£194245	247	159	35
2.0T 250 EcoBoost ST-88	£196245	247	159	35
2.0T 250 EcoBoost ST-89	£198245	247	159	35
2.0T 250 EcoBoost ST-90	£200245	247	159	35
2.0T 250 EcoBoost ST-91	£202245	247	159	35
2.0T 250 EcoBoost ST-92	£204245	247	159	35
2.0T 250 EcoBoost ST-93	£206245	247	159	35
2.0T 250 EcoBoost ST-94	£208245	247	159	35
2.0T 250 EcoBoost ST-95	£210245	247	159	35
2.0T 250 EcoBoost ST-96	£212245	247	159	

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 CRDi 115 Premium	£16695	113	115	13
TUCSON 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive	★★★★★			
1.6 GDI 132 S 2WD	£18695	130	147	15
1.7 CRDi 116 S 2WD	£20195	114	119	15
1.6 GDI 132 SE 2WD	£20495	130	147	15
1.7 CRDi 116 SE 2WD	£21995	114	119	16
1.6 GDI 132 SE Nav 2WD	£22195	130	147	16
1.7 CRDi 116 SE Nav 2WD	£22795	114	119	16
2.0 CRDi 136 SE Nav 4WD	£24195	134	127	22
2.0 CRDi 136 SE Nav 4WD	£25825	134	139	22
2.0 CRDi 185 SE Nav 4WD	£26695	183	154	22
1.7 CRDi 116 Premium 2WD	£25045	114	119	13
2.0 CRDi 136 Premium 2WD	£26445	134	127	13
2.0 CRDi 136 Premium 4WD	£28075	134	139	19
2.0 CRDi 185 Premium 4WD	£28710	183	154	22
1.6 T-GDI 177 Premium 4WD	£26495	177	177	19
2.0 CRDi 136 Premium SE 2WD	£28345	134	127	19
2.0 CRDi 136 Premium SE 4WD	£29975	134	139	23
2.0 CRDi 185 Premium SE 4WD	£30845	183	154	23
1.6 T-GDI 177 Premium SE 4WD	£28845	177	177	19
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal	★★★★★			
2.0 CRDi Premium 5st	£31245	197	161	27
2.2 CRDi Premium 5st	£32445	197	161	27
2.2 CRDi Premium 7st	£36095	197	161	28
GENESIS 4dr saloon Ambitious V6 petrol saloon, but severely out of its depths	★★★★★			
3.8 V6 GDI RWD	£31245	311	261	-

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0i 240 R-Sport	£33090	237	179	-
2.0i 240 Portfolio	£33740	237	179	-
3.0i 340 S	£44995	335	194	-
2.0d163 SE	£29775	159	99	-
2.0d163 Prestige	£30775	161	99	-
2.0d163 R-Sport	£32325	161	99	-
2.0d163 Portfolio	£32975	161	99	-
2.0d180 SE	£30275	178	109	-
2.0d180 SE AWD Auto	£33825	178	109	-
2.0d180 Prestige	£31275	178	109	-
2.0d180 Prestige AWD Auto	£34825	178	109	-
2.0d180 R-Sport	£33025	178	109	-
2.0d180 R-Sport AWD Auto	£36575	178	109	-
2.0d180 Portfolio	£33675	178	109	-
2.0d180 Portfolio AWD Auto	£37225	178	109	-
XR4dr saloon Sublime Brit exec. Great interior and dynamics. XFR a five-star car	★★★★★			
2.0d163 Portfolio	£36400	161	104	33
2.0d163 R-Sport	£34200	161	104	33
2.0d180 R-Sport	£35100	178	114	38
2.0d180 R-Sport AWD Auto	£38650	178	114	38
2.0d180 Prestige	£32300	161	104	33
2.0d180 Prestige AWD Auto	£32800	178	114	38
2.0d180 Prestige AWD Auto	£36350	178	114	38
2.0d180 Portfolio	£37300	178	114	40
2.0d180 Portfolio AWD Auto	£40850	178	114	40
3.0 V6 300 S	£49995	296	144	44
3.0 V6 380 S	£49995	375	198	44
XR4dr saloon A divine mix of dynamism and refinement, not too spacious as some	★★★★★			
3.0 V6 R-Sport	£75435	335	211	-
3.0 V6 R-Sport	£70975	296	155	-
3.0 V6 Portfolio	£73535	335	211	-
3.0 V6 Portfolio LWB	£76355	335	211	-
3.0 V6 Autobiography LWB	£79600	335	211	-
3.0 V6 Autobiography LWB	£99350	503	264	50
5.0 V8 XJR	£91755	543	264	50
3.0 V6 Luxury	£58690	296	149	48
3.0 V6 Luxury LWB	£61690	296	149	48
3.0 V6 Premium Luxury	£62690	296	149	48
3.0 V6 Premium Luxury LWB	£65690	296	149	48
3.0 V6 Portfolio	£69075	296	155	49
3.0 V6 Portfolio LWB	£72075	296	155	49
F-TYPE 2dr coupé Cheaper than the roadster. Gains in rigidity mean it's better too	★★★★★			
3.0 V6	£51760	335	199	50
3.0 V6 S	£60760	375	203	50
3.0 V6 S AWD	£67405	375	211	50
3.0 V6 British Design Ed AWD	£75255	375	211	50
5.0 V8 R	£86810	543	255	50
5.0 V8 R AWD	£91660	543	269	50
F-TYPE CONVERTIBLE 2dr open Serious money, but a serious car with a likeable wild side	★★★★★			
3.0 V6	£57245	335	199	50
3.0 V6 S	£66245	375	203	50
3.0 V6 S AWD	£72890	375	211	50
3.0 V6 British Design Ed	£80390	375	211	50
5.0 V8 R	£92295	543	255	50
5.0 V8 R AWD	£97145	543	269	50
F-PACE 5dr 4x4 Luxury Jaguar SUV ticks all the boxes for refinement, handling and ease of use	★★★★★			
2.0d180 Prestige	£34170	177	129	-
2.0d180 Prestige AWD	£36110	177	134	-
2.0d180 R-Sport	£36670	177	129	-
2.0d180 R-Sport AWD	£38610	177	134	-
2.0d180 Portfolio	£39170	177	129	-
2.0d180 Portfolio AWD	£41110	177	134	-
3.0 V6 300 S AWD Auto	£51450	296	159	-
3.0 V6 300 First Edition AWD	£65275	296	159	-
3.0 V6 380 S AWD Auto	£51450	375	209	-

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
RENEGADE 5dr 4x4 Middle-class crossover with chunky looks but no obvious charm	★★★★★			
1.6 E-Torq Sport	£17295	109	141	-
1.6 Multijet II Sport	£18995	118	115	-
1.6 E-Torq Longitude	£19195	109	141	-
1.4 Multijet II Longitude	£20395	138	140	-
1.4 Multijet II Longitude DDCT	£21795	138	137	-
1.6 Multijet II Longitude	£20895	118	115	-
2.0 Multijet II Longitude 4WD	£23395	138	134	-
1.4 Multijet II Limited	£22995	138	140	-
1.4 Multijet II Limited DDCT	£24395	138	137	-
1.4 Multijet II Limited AWD	£27195	168	160	-
1.6 Multijet II Limited	£23995	118	115	-
2.0 Multijet II Limited 4WD	£25995	138	134	-
2.0 Multijet II Ltd AWD Auto	£27795	138	150	-
2.0 Multijet II Trailhawk	£28595	168	151	-
WRANGLER 5dr 4x4 Heavy-duty off-roader lacks on-road manners	★★★★★			
3.6 V6 Sahara	£30240	280	263	-
3.6 V6 Overland	£32390	280	263	-
3.6 V6 Rubicon	£31140	280	270	-
WRANGLER 5dr 4x4 Heavy-duty and large off-roader is rather cumbersome	★★★★★			
3.6 V6 Sahara	£31910	280	273	-
3.6 V6 Overland	£34060	280	273	-
3.6 V6 Rubicon	£32810	280	276	-
CHEROKEE 5dr 4x4 Hamstrung by poor UK spec. Uninspiring, but roomy and practical	★★★★★			
2.0d Longitude	£26095	138	139	-
2.0d Longitude 4WD	£28095	138	139	-
2.2d Longitude 4WD	£30845	182	150	-
2.0d Longitude +	£28295	138	139	-
2.0d Longitude + 4WD	£30295	138	139	-
2.0d Longitude + 4WD	£33045	182	150	-
2.0d Limited	£31795	138	139	-
2.0d Limited 4WD	£33795	138	139	-
2.2d Limited 4WD	£36795	197	150	-
2.2d Limited 4WD Active Drive	£37995	197	160	-
3.2 V6 Limited 4WD	£38545	268	223	-
2.2d Night Eagle 4WD	£37695	197	150	-
GRAND CHEROKEE 5dr 4x4 The best Jeep. Comfortable and well-equipped	★★★★★			
3.0 V6 190 CRD Laredo	£38895	198	198	36
3.0 V6 CRD Limited	£41495	247	198	40
3.0 V6 CRD Limited Plus	£44495	247	198	40
3.0 V6 CRD Overland	£48195	247	198	41
3.0 V6 CRD Summit	£51995	247	198	41
6.4 V8 SRT	£65995	461	327	50

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
KIT				
PICANTO 3dr hatch Nice drive and cabin, but overshadowed now by rivals	★★★★★			
1.0 I	£8345	65	105	2
1.0 SR7	£9845	65	105	2
1.25 Chili	£11495	84	106	6
PICANTO 5dr hatch Nice drive and cabin, but overshadowed now by rivals	★★★★★			
1.0 SR7	£10045	65	105	2
1.0 I	£8545	65	105	2
1.0 1 Air	£9145	65	105	2
1.0 2	£10145	65	105	2
1.25 I SG6	£10745	84	106	2
1.25 I SG6	£11745	84	106	2
1.25 I SG6	£12295	84	106	2
RIO 3dr hatch Looks great and well-priced, but it's well off the European hatch pace	★★★★★			
1.25 I	£10345	83	115	2
1.25 SR7	£11845	83	115	3
1.25 I	£12245	83	115	3
1.4 I SG6	£13045	107	114	7
1.4 I SG6	£14445	107	114	7
1.4 CRDi 3 SG6	£15545	98	98	6
CEE' 5dr hatch Another looker from Schreyer, but dynamically forgettable	★★★★★			
1.4 98 I	£14905	98	138	7
1.4 CRDi 89 I	£16195	89	109	8
1.6 CRDi 134 I SG6	£16795	134	94	11
1.4 98 VR7	£15750	98	138	7
1.4 CRDi 89 VR7	£17040	89	109	9
1.6 GDI 133 I SG6	£17795	133	124	12
1.0 T-GDI 98 I SG6	£17945	98	113	2
1.6 CRDi 134 I SG6	£18895	134	99	13
1.0 T-GDI 118 I SG6	£20120	118	115	11
1.6 CRDi 134 I SG6	£22295	134	102	14
1.6 CRDi 134 I Tech SG6	£24295	134	102	16
1.0 T-GDI 118 GT-Line SG6	£20220	118	115	11
1.6 CRDi 134 GT-Line SG6	£20795	134	102	14
1.0 T-GDI 201 GT	£23605	201	170	26
CEE' SPORTWAGON 5dr estate Another slightly bigger looker, but also forgettable	★★★★★			
1.4 CRDi 89 I	£17395	89	109	8
1.4 98 SR7	£16750	98	138	7
1.6 CRDi 134 I SG6	£19895	134	102	13
1.0 T-GDI 118 I SG6	£21330	118	120	11
1.6 CRDi 134 I SG6	£21695	134	102	13
1.6 CRDi 134 I SG6	£22495	134	102	14
1.6 CRDi 134 I Tech SG6	£25495	134	102	16
1.0 T-GDI 118 GT-Line SG6	£21220	118	120	11
1.6 CRDi 134 GT-Line SG6	£21795	134	102	14
PRO CEE' 3dr hatch Slightly smaller more dynamic looker, still not one to remember	★★★★★			
1.4 98 SR7	£15250	98	138	8
1.6 GDI 133 I SG6	£17295	133	124	13
1.0 T-GDI 98 I SG6	£17745	98	113	9
1.6 CRDi 134 I SG6	£18395	134	99	13
1.0 T-GDI 118 GT-Line SG6	£19720	118	115	11
1.6 CRDi 134 GT-Line SG6	£22015	134	102	14
1.0 T-GDI 201 GT	£23105	201	170	27
SOUL 5dr hatch Looks divide opinion. Better value now, but still hardly the best option	★★★★★			
EV 81kW	£29995	0	0	19
1.6 GDI Start	£12800	100	158	9
1.6 GDI Connect	£15000	100	158	10
1.6 GDI Connect Plus	£16100	100	158	10
1.6 CRDi Connect	£16600	126	132	9
1.6 CRDi Connect Plus	£17700	126	132	10
1.6 CRDi Mixx	£19950	126	132	10
1.6 CRDi Mixx	£21750	126	132	11
OPTIMA 4dr saloon Looks the part, but it's well off the European saloon pace	★★★★★			
1.7 CRDi I SG6	£19995	134	128	17
2.0 CRDi I SG6	£22895	134	128	17
1.7 CRDi I SG6	£25795	134	128	20
VENGA 5dr MPV Versatile interior, but firm ride and high price disappoint	★★★★★			
1.4 89 I SG6	£11995	89	130	8
1.4 89 I SR7 I SG6	£12795	89	130	8
1.4 89 SR7 I SG6	£13595	89	130	9
1.4 89 I SG6	£13895	89	130	9
1.6 123 I SG6	£16190	123	139	13
1.6 123 I SG6	£17285	123	139	13
1.4 CRDi 89 I	£15195	89	115	10
1.4 CRDi 89 SR7	£14895	89	115	10
1.6 CRDi 114 I SG6	£17475	114	115	14
1.6 CRDi 114 I SG6	£18570	114	115	15
CARENS 5dr MPV Nicely up to scratch now, but no class leader	★★★★★			
1.6 GDI I SG6	£18195	139	149	13
1.6 GDI SR7 I SG6	£19295	139	149	13
1.6 GDI I SG6	£19600	139	149	13
1.7 CRDi 114 I SG6	£19590	114	120	12
1.7 CRDi 114 SR7 I SG6	£20690	114	120	12
1.7 CRDi 114 I SG6	£20995	114	120	12
1.7 CRDi 134 I SG6	£24300	139	132	16
1.7 CRDi 134 I SG6	£25650	139	132	17
SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent and well-priced too	★★★★★			
1.6 GDI 133 I	£17465	133	149	14
1.7 CRDi 114 I	£19100	114	135	12
2.0 CRDi 134 KX-1 AWD	£21500	134	156	16
1.6 GDI 133 I SG6	£19800	133</		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
RLC	£58200	300	-	-
RXC 2dr coupé Designed for pounding around a track not for the open road	£94500	350	-	-
3.7 V6	£114950	440	-	-
Spyder	£117500	480	-	-
3.0 V8	-	-	-	-
RENAULT				
TWIZY 2dr hatch Zany solution to personal mobility. Suitably irreverent and impractical	£6895	17	0	10
EV Expression	£7595	17	0	11
EV Dynamique	-	-	-	-
ZOE 5dr hatch Far more practical zero emission solution. Attractive price	£18845	87	0	15
Expression Nav	£20045	87	0	17
Dynamique Nav	£20545	87	0	17
TWINGO 5dr hatch Handsome, unusual rear-engined city car - but not the class leader	£9495	69	105	2
1.0 SCE 70 Expression	£9995	69	105	3
1.0 SCE 70 Play	£10995	69	105	3
1.0 SCE 70 Dynamique	£11845	69	105	3
0.9 Tce 90 Dynamique S	£11695	99	8	8
0.9 Tce 90 Dynamique S Energy	£12545	99	8	8
1.0 SCE 70 Iconic	£11845	69	105	3
0.9 Tce 90 Iconic Energy	£12545	99	8	8
CAPTUR 5dr hatch On message compact crossover. Better looking than most	£14295	99	114	9
0.9 Tce Expression+	£15995	99	114	9
0.9 Tce 90 Expression+	£15395	99	114	9
1.5 dci 90 Dynamique Nav	£16995	99	114	9
1.5 dci 110 Dynamique Nav	£17695	108	105	11
0.9 Tce 90 Dynamique Nav S	£16795	99	114	9
1.5 dci 90 Dynamique Nav S	£18495	99	114	9
1.5 dci 110 Dynamique Nav S	£19195	108	105	11
0.9 Tce 90 Signature Nav	£18195	99	114	9
1.5 dci 90 Signature Nav	£20195	99	114	9
1.5 dci 110 Signature Nav	£20795	108	105	11
CLIO 5dr hatch Attractive and practical with fluent handling. Cabin can be cheap in places	£11145	74	127	4
1.2 Expression 16V 75	£12675	74	127	4
1.2 Play 16V 75	£13675	99	104	9
0.9 Tce 90 Play	£14975	89	85	12
1.5 dci 90 Play	£15225	89	85	12
1.2 75 16V Dynamique Nav	£13675	74	127	4
0.9 Tce 90 Dynamique Nav	£14675	89	104	9
1.5 dci 90 Dynamique Nav	£15975	89	85	12
1.5 dci 90 Dynamique Nav Eco	£16225	89	85	12
0.9 Tce 90 Dynamique Nav S	£15675	89	104	9
1.5 dci 90 Dynamique Nav S	£16975	89	85	12
0.9 Tce 90 Iconic 25 Nav	£16775	89	104	9
1.5 dci 90 Iconic 25 Nav	£18075	89	85	12
1.2 Tce 120 GT-Line Nav Auto	£17725	118	120	15
MÉGANE 5dr hatch Stylish and refined but bland. Nothing exceptional	£11750	113	119	17
1.2 Tce 115 Expression +	£18245	108	93	19
1.5 dci 110 Expression+	£18570	113	119	17
1.2 Tce 115 Dynamique Nav	£19245	108	93	19
1.5 dci 110 Dynamique Nav	£19745	108	93	19
1.6 dci 130 Dynamique Nav	£19745	108	93	19
1.2 Tce 115 Limited Nav	£20245	108	93	19
1.5 dci 110 Limited Nav	£20745	108	93	19
1.6 dci 130 Limited Nav	£21245	108	93	19
1.2 Tce 115 GT Line Nav	£22455	128	104	22
2.0 220 GT Nav	£24250	217	167	31
MÉGANE SPORT TOURER 5dr estate A bland estate, but does the basics well	£18570	113	119	17
1.2 Tce 115 Expression +	£19245	108	93	19
1.5 dci 110 Expression+	£19570	113	119	17
1.2 Tce 115 Dynamique Nav	£20245	108	93	19
1.5 dci 110 Dynamique Nav	£20745	108	93	19
1.6 dci 130 Dynamique Nav	£21245	108	93	19
1.2 Tce 115 Limited Nav	£22455	128	104	22
1.5 dci 110 Limited Nav	£22945	108	93	19
1.6 dci 130 Limited Nav	£23445	108	93	19
1.2 Tce 115 GT Line Nav	£24255	128	104	22
2.0 220 GT Nav	£26250	217	167	31
MÉGANE 3dr coupé Stylish but average in normal guise. Renaultsport's excellent	£19345	113	119	17
1.2 Tce 115 Dynamique Nav	£20945	108	93	19
1.5 dci 110 Dynamique Nav	£21445	108	93	19
1.6 dci 130 Dynamique Nav	£21945	108	93	19
1.2 Tce 115 Limited Nav	£22445	108	93	19
1.5 dci 110 Limited Nav	£22945	108	93	19
1.6 dci 130 Limited Nav	£23445	108	93	19
1.2 Tce 115 GT Line Nav	£24255	128	104	22
2.0 220 GT Nav	£26250	217	167	31
RENAULTSPORT 275 Cup-S	£23935	271	174	40
RENAULTSPORT Nav 275	£23935	271	174	40
SCENIC 5dr MPV Still a class act. Well priced and equipped	£20555	113	140	18
1.2 Tce 115 Dynamique Nav	£20905	128	140	18
1.5 dci 110 Dynamique Nav	£21395	108	105	18
1.6 dci 130 Dynamique Nav	£22495	128	114	23
1.2 Tce 115 Limited Nav	£21055	113	140	18
1.2 Tce 130 Limited Nav	£21405	128	140	18
1.5 dci 110 Limited Nav	£21895	108	105	18
1.6 dci 130 Limited Nav	£22995	128	114	23
GRAND SCENIC 5dr MPV As above, but with seven seats. Nice cabin and ride	£21790	113	145	19
1.2 Tce 115 Dynamique Nav	£22125	128	145	20
1.5 dci 110 Dynamique Nav	£22615	108	105	19
1.6 dci 130 Dynamique Nav	£23715	128	114	24
1.2 Tce 115 Limited Nav	£22290	113	145	19
1.2 Tce 130 Limited Nav	£22625	128	145	20
1.5 dci 110 Limited Nav	£23115	108	105	19
1.6 dci 130 Limited Nav	£24215	128	114	24
KADJAR 5dr SUV A Qashqai in Renault clothes. Lower prices make it a fine alternative	£17995	128	126	16
1.2 Tce 130 Expression +	£19895	108	99	14
1.5 dci 110 Expression	£19695	128	126	16
1.2 Tce 130 Dynamique Nav	£21995	108	99	14
1.6 dci 130 Dynamique Nav 2WD	£22795	128	117	17
1.6 dci 130 Dynamique Nav 4WD	£24295	128	126	18
1.6 dci 130 Dynamique S Nav	£20495	128	130	16
1.5 dci 110 Dynamique S Nav	£22395	108	103	14
1.6 dci 130 Dyn'que S Nav 2WD	£23595	128	117	18
1.6 dci 130 Dyn'que S Nav 4WD	£25095	128	129	18
1.2 Tce 130 Signature Nav	£21695	128	130	16
1.5 dci 110 Signature Nav	£23595	108	103	15
1.6 dci 130 Signature Nav 2WD	£24795	128	117	18
1.6 dci 130 Signature Nav 4WD	£26295	128	129	18
ROLLS-ROYCE				
GHOST 4dr saloon The best driver's car in the stable. Fabulously indulgent	£22288	563	327	-
6.6 V12	£25394	563	329	-
6.8 V12 EWB	£33782	453	349	-
PHANTOM 4dr saloon Opulence befitting the price tag. Benchmark ride quality	£31820	453	347	-
6.8 V12	£33782	453	349	-
6.8 V12 EWB	£33782	453	349	-
PHANTOM COUPÉ 2dr coupé Luxury in abundance, but in a sportier form	£34725	453	347	-
6.8 V12	£34725	453	347	-
PHANTOM DROPTOP COUPÉ 2dr open Extreme luxury with a removable roof	£36732	453	347	-
6.8 V12	£36732	453	347	-
WRAITH 2dr coupé An intimate two-door Rolls-Royce, but less grand than others in the range	£23516	624	327	50
6.8 V12	£23516	624	327	50
SEAT				
MIR 3dr hatch Not as desirable or plush as the VW Up, but nearly as good and cheaper	£8355	59	105	1
1.0 60 S	£8865	59	105	1
1.0 60 S A/C	£9790	59	105	1
1.0 60 SE	£10145	59	95	2
1.0 60 SE Ecotonic	£10155	59	105	3
1.0 60 i-Tech	£10540	74	106	2
1.0 75 Sport	£11155	74	106	4
7.5 TSi Mi by Mango	£11155	74	106	4
MIR 5dr hatch Nearly as good to drive as the VW Up and is also well-priced too	£8705	59	105	1
1.0 60 S	£9215	59	105	1
1.0 60 S A/C	£10140	59	105	1
1.0 60 SE	£10495	59	95	2
1.0 60 SE Ecotonic	£10505	59	105	1
1.0 60 i-Tech	£10890	74	106	2
1.0 75 Sport	£11505	74	106	4
7.5 TSi Mi by Mango	£11505	74	106	4
IBIZA SC 3dr hatch Sharp looking coupé, which handles well. Cupra needs a manual	£10000	74	118	8
1.0 75 S	£11865	74	118	8
1.0 75 S A/C	£12575	74	118	8
1.0 75 SE	£13525	94	142	10
1.0 EcoTSI 95 SE	£12995	74	118	8
1.2 75 Vista	£14170	89	116	13
1.2 75 TSi Connect	£14485	108	119	17
1.2 75 TSi 110 FR	£15690	108	102	17
1.4 EcoTSI 150 FR	£16245	148	110	23
1.4 EcoTSI 150 FR	£16245	148	110	23
1.2 75 TSi 110 FR Red Edition	£15285	108	119	17
IBIZA 5dr hatch Sharp looking five door hatchback, but lacking the verve of the Fiesta	£12315	74	118	8
1.0 75 S A/C	£14645	74	101	13
1.0 75 TSi 75 S A/C	£13025	74	118	8
1.0 75 SE	£13975	94	142	10
1.0 EcoTSI 95 SE	£15575	74	88	13
1.4 TDI 75 SE Ecotonic	£13445	74	118	8
1.0 75 Vista	£14620	89	116	13
1.2 75 TSi Connect	£14935	108	119	17
1.2 75 TSi 110 FR	£16140	108	102	17
1.4 EcoTSI 150 FR	£16695	148	110	23
1.4 EcoTSI 150 FR	£17335	103	95	18
1.2 75 TSi 110 FR Red Edition	£15735	108	119	17
IBIZA ST 5dr estate Rivals are more practical but doesn't impact on its fun nature	£13015	74	120	8
1.0 75 S A/C	£13725	74	120	8
1.0 75 SE	£14675	94	142	10
1.0 EcoTSI 95 SE	£16275	74	90	12
1.4 TDI 75 SE Ecotonic	£15320	89	116	13
1.2 75 TSi Connect	£15635	108	119	17
1.4 EcoTSI 150 FR	£17395	148	110	23
1.4 TDI 90 FR DSG	£18570	89	99	15
1.4 TDI 105 FR	£18035	103	97	18
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	£17215	89	99	14
1.4 TDI 115 SE	£17380	113	109	17
1.2 75 TSi Style	£16945	108	110	16
1.4 TDI 115 Style	£18800	113	109	17
1.2 75 TSi Style Advanced	£17735	108	110	16
1.6 TDI 115 Style Advanced	£19590	113	109	17
LEON SC 3dr hatch Sharp looking and handling coupé, combine with the Golf's quality	£17400	108	114	13
1.6 TDI 110 SE	£19100	108	99	15
1.4 EcoTSI 150 FR	£20225	148	110	20
1.8 TSI 180 FR	£21265	178	138	25
2.0 TDI 150 FR	£22055	148	108	20
2.0 TDI 184 FR	£23045	181	113	26
2.0 TSI 290 Cupra	£28375	286	156	-
LEON 5dr hatch Betters the class-leading Golf on the looks and handling front	£18230	108	99	15
1.6 TDI 110 S	£17700	108	114	13
1.2 75 TSi SE	£18300	123	120	16
1.6 TDI 110 SE	£19400	108	99	15
1.6 TDI 110 SE Ecotonic	£20390	108	89	14
2.0 TDI 150 SE	£20750	148	106	19
1.4 EcoTSI 150 FR	£20525	148	110	20
1.8 TSI 180 FR	£21565	178	138	25
2.0 TDI 150 FR	£22355	148	108	20
2.0 TDI 184 FR	£23345	181	113	26
2.0 TSI 290 Cupra	£28675	286	156	-
LEON ST 5dr estate Good looking and responsive handling hatch-turned-estate	£19225	108	102	15
1.6 TDI 110 S	£18695	108	114	13
1.2 75 TSi SE	£19295	123	120	16
1.6 TDI 110 SE	£20395	108	102	15
1.6 TDI 110 SE Ecotonic	£21385	108	89	14
2.0 TDI 150 SE	£21745	148	106	19
1.4 EcoTSI 150 FR	£21520	148	110	20
1.8 TSI 180 FR	£22560	178	138	25
2.0 TDI 150 FR	£23350	148	108	20
2.0 TDI 184 FR	£24340	181	116	26
2.0 TSI 290 Cupra	£29670	286	158	-
2.0 TDI 150 SE X-Perience	£24920	148	125	19
2.0 TDI 150 SE Tech X-Perience	£26905	148	129	20
2.0 TDI 184 SE Tech X-Perience	£29880	181	129	23
ALHAMBRA 5dr MPV Spacious and versatile, but plain and less desirable than the Sharan	£24885	148	150	18
1.4 TSI 150 S	£26775	148	130	19
1.4 TSI 150 SE	£26785	148	151	19
2.0 TDI 150 SE Ecotonic	£28675	148	132	19
2.0 TDI 150 Connect	£29715	148	132	-
2.0 TDI 150 SE Lux Ecotonic	£32115	148	132	20
2.0 TDI 184 SE Lux	£33540	181	139	23
2.0 TDI 150 FR Line Ecotonic	£33045	148	132	-
2.0 TDI 184 FR Line	£34470	181	139	-
SKODA				
CTHIO 3dr hatch More plain than the VW Up, but well finished and strong to drive	£8275	59	105	1
1.0 60 S	£9135	59	105	1

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
0.9 Prime Premium	£15350	89	97	-
0.9 Prime Premium Plus	£15850	89	97	-
0.9 Proxy	£14555	89	97	-
0.9 Proxy Premium	£15350	89	97	-
0.9 Proxy Premium Plus	£15850	89	97	-
FORFOUR 5dr hatch	Four doors makes the smart more mainstream. Still expensive, though	★★★☆☆		
1.0 Passion	£11620	70	97	2
1.0 Prime	£12315	70	97	2
1.0 Proxy	£12315	70	97	2
1.0 Night Sky Prime	£12940	70	97	2
0.9 Passion	£12215	89	99	8
0.9 Prime	£12910	89	99	8
0.9 Proxy	£12910	89	99	8
0.9 Night Sky Prime	£13535	89	99	8
0.9 Night Sky Proxy	£13535	89	99	8
SSANGYONG				
KORANDO 5dr hatch	Good for a Ssangyong, poor by class standards	★★★☆☆		
2.2d SE 2WD	£15995	239	139	24
2.2d SE 4x4 4WD	£17495	239	152	25
2.2d EX 2WD	£17495	239	152	25
2.2d EX 4x4 4WD	£18995	239	152	25
2.2d ELX 4x4 4WD	£20995	239	152	26
2.2d EX 4x4 4WD Auto	£22495	239	177	26
TIVOLI 5dr hatch	Trails the Duster as the best-value small crossover - but not by much	★★★★☆		
1.6 SE	£12950	126	149	16
1.6D SE	£14200	113	113	17
1.6 EX	£14600	126	149	16
1.6D EX	£15850	113	113	17
1.6D EX 4x4 4WD	£17100	113	123	16
1.6 ELX	£16000	126	149	16
1.6D ELX	£17250	113	113	19
1.6D ELX 4x4 4WD	£18500	113	123	19
REXTON V 5dr 4x4	Rugged seven-seater makes short work of mud. Tarmac more tricky	★★★★☆		
2.2d SX	£22995	208	196	31
2.2d SE	£25495	208	196	32
TURISMO 5dr MPV	Incredibly ungainly but offers huge real estate for the money	★★★★☆		
2.2d SE	£15375	239	189	34
2.2d EX	£17042	239	189	34
2.2d ELX Auto	£20250	239	205	36
SUBARU				
FORESTER 5dr 4x4	Solid, spacious and willfully unsexy	★★★★☆		
2.0i XE	£25495	148	160	23
2.0i XE Premium	£27495	148	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	148	148	24
2.0d XC	£26995	148	148	25
2.0d XC Premium	£29495	148	148	25
XV 5dr 4x4	No nonsense crossover doesn't quite make enough sense	★★★★☆		
2.0i SE	£21995	148	160	21
2.0i SE Premium	£24995	148	160	22
2.0D SE	£23995	145	146	26
2.0D SE Premium	£26995	145	146	27
OUTBACK ESTATE 5dr 4x4	Acceptable in isolation but no benchmark	★★★★☆		
2.5i SE Lineartronic	£28495	173	161	19
2.5i SE Premium Lineartronic	£31495	173	161	20
2.0D SE	£27995	148	145	22
2.0D SE Premium	£30995	148	145	23
LEVORG 5dr Estate	Impressively practical, but only available with an auto 'box and one trim	★★★★☆		
1.6i GT Auto AWD	£28495	168	164	24
WRX STI 4dr saloon	Appealingly old fashioned and behind the times all at once	★★★★☆		
2.5 STI	£28995	296	242	40
BRZ 2dr coupé	The GT-86's half brother looks just as good in Subaru blue. Cheaper, too	★★★★☆		
2.0i SE	£22495	197	181	30
2.0i SE Lux	£25495	197	181	31
SUZUKI				
CELERIO 5dr hatch	The no-nonsense option and is pleasing to drive and sit in. Cheap too	★★★★☆		
1.0 AGS S24	£9799	67	99	7
1.0 Dualjet S23	£8499	67	84	7
1.0 S22	£6999	67	99	7
1.0 S23	£7999	67	99	7
1.0 S24	£8999	67	99	7
SWIFT 3dr hatch	Cute looks and rewarding handling. Sport is excellent fun	★★★★☆		
1.2 S22	£8999	93	116	11
1.2 S23	£10599	93	116	11
1.2 S24	£11699	93	116	11
1.6 Sport	£13999	134	147	19
SWIFT 5dr hatch	Cute looks and rewarding handling. even in this more practical form	★★★★☆		
1.2 S23 4x4	£14199	93	111	11
1.2 Dualjet S24 4x4	£14999	93	116	11
1.2 S22	£11099	93	116	11
1.2 S23	£12199	93	116	11
1.2 S24	£12699	93	99	11
1.6 Sport	£14499	134	147	19
SK4 S-CROSS 5dr hatch	Not class-leading, but a very worthy crossover also-ran	★★★★☆		
1.6 S23	£13999	118	127	13
1.6 S2-T	£18499	118	127	13
1.6 S2-T Allgrip	£20299	118	135	14
1.6 S25	£20499	118	127	14
1.6 00iS S23	£15499	118	108	20
1.6 00iS S2-T	£19999	118	108	20
1.6 00iS S2-T Allgrip	£21799	118	113	18
1.6 00iS S25	£21999	118	108	19
1.6 00iS S25 Allgrip	£23799	118	113	19
1.6 00iS S25 TCSS Allgrip	£25149	118	119	19
VITARA 5dr 4x4	Utterly worthy addition to the class. Drives better than most	★★★★☆		
1.6 S25 Allgrip	£20299	118	130	-
1.6 S24	£13999	118	123	-
1.6 S2-T	£15999	118	123	-
1.6 S25	£18499	118	123	-
1.6 00iS S2-T	£17499	118	106	-
1.6 00iS S25	£19999	118	106	-
1.6 00iS S25 Allgrip	£21799	118	111	-
1.4 Boosterjet S Allgrip	£20899	138	127	-
JIMNY 3dr 4x4	The smallest four-wheel drive Suzuki is looking dead	★★★★☆		
1.3 S23	£12499	84	162	14
1.3 S24	£13949	84	162	15
TESLA				
MODEL S 5dr hatch	Brings luxury, range and, crucially, credibility to electric offerings	★★★★☆		
P85D Auto	£81900	457	0	-
85D Auto	£60300	377	0	-
85D Auto	£64600	368	0	-
70D Auto	£51900	311	0	-
70D Auto	£56200	324	0	-
TOYOTA				
AYGO 3dr hatch	Visually impactful, but nowhere near as refined or practical as others	★★★★☆		
1.0 x	£8845	68	95	6
1.0 x-play	£10045	68	95	7
1.0 x-pure	£11245	68	95	7
1.0 x-premium	£11445	68	95	7
1.0 x-cite	£11445	68	95	7
1.0 x-cluvic	£11545	68	95	7
AYGO 5dr hatch	Has the edge over its French siblings, but lags behind the other rivals	★★★★☆		
1.0 x	£9245	68	95	6
1.0 x-play	£10445	68	95	7
1.0 x-pure	£11645	68	95	7
1.0 x-premium	£11845	68	95	7
1.0 x-cite	£11845	68	95	7
1.0 x-cluvic	£11945	68	95	7
YARIS 3dr hatch	Good space and value, but not a class leader	★★★★☆		
1.0 VVT-i Active	£10995	68	99	4
1.0 VVT-i Icon	£12745	68	99	5
1.3 VVT-i Icon	£13495	98	114	5
YARIS 5dr hatch	Stylish interior, but ultimately a scaled down version of bigger Toyotas	★★★★☆		
1.0 VVT-i Active	£11595	68	99	-
1.3 VVT-i Active Hybrid	£15295	98	75	-
1.3 VVT-i Icon	£13345	68	99	-
1.3 VVT-i Icon Hybrid	£14095	98	114	-
1.4 D4-D Icon	£16195	98	75	-
1.3 VVT-i Sport	£14995	98	119	-
1.5 VVT-i Sport Hybrid	£16695	98	82	-
1.3 VVT-i Excel	£15695	98	119	-
1.5 VVT-i Excel Hybrid	£17695	98	75	-
1.5 VVT-i Excel Hybrid	£17695	98	82	-
AURIS 5dr hatch	Disappointingly average. There are many better rivals	★★★★☆		
1.3 VVT-i Active	£15645	98	128	-
1.8 VVT-i Active Auto	£20045	134	78	-
1.2 VVT-i Icon	£18695	114	112	-
1.8 VVT-i Icon Hybrid	£21095	134	82	-
1.6 D-4D Icon	£19895	110	108	-
1.2 VVT-i Business Edition	£19495	114	112	-
1.8 VVT-i Bus Edition Hybrid	£21895	134	82	-
1.4 D-4D Business Edition	£20295	98	92	-
1.6 D-4D Business Edition	£20695	110	108	-
1.2 VVT-i Design	£19495	114	125	-
1.8 VVT-i Design Hybrid	£21895	134	91	-
1.6 D-4D Design	£20695	110	110	-
1.2 VVT-i Excel	£21145	134	81	-
1.2 VVT-i Icon	£19795	114	112	-
1.2 VVT-i Icon Hybrid	£22195	134	83	-
1.6 D-4D Icon	£20995	110	108	-
1.2 VVT-i Business Edition	£20595	114	112	-
1.8 VVT-i Bus Edition Hybrid	£22995	134	83	-
1.4 D-4D Business Edition	£21395	98	106	-
1.6 D-4D Business Edition	£21795	110	108	-
1.2 VVT-i Design	£20595	114	126	-
1.8 VVT-i Design Hybrid	£22995	134	92	-
1.2 VVT-i Excel	£21795	110	110	-
1.8 VVT-i Excel Hybrid	£23185	114	126	-
1.6 D-4D Excel	£25495	134	92	-
1.6 D-4D Excel	£24385	110	110	-
PRIUS 5dr hatch	Clever and appealing in its own right, not just as a hybrid	★★★★☆		
1.8 VVT-i T3	£21995	134	89	15
1.8 VVT-i T4	£23745	134	92	15
1.8 VVT-i T Spirit	£25295	134	92	15
1.8 VVT-i Plug-In	£33395	134	49	16
PRIUS+ 5dr MPV	Expensive and ugly. Bigger though	★★★★☆		
1.8 VVT-i Icon	£26995	134	96	15
1.8 VVT-i Excel	£29245	134	101	15
1.8 VVT-i Excel Plus	£31245	134	101	16
RAVA 5dr 4x4	A solid option, but ultimately outgunned by Korean competition	★★★★☆		
2.0 V-matic CVT Icon 4WD	£26305	150	167	29
2.0 D-4D Active 2WD	£22795	122	127	26
2.0 D-4D Business Edition 2WD	£24295	122	127	26
2.0 D-4D Icon 2WD	£25295	122	128	26
2.0 D-4D Icon 4WD	£26300	122	137	26
2.0 D-4D Icon 4WD	£27100	148	149	29
2.0 D-4D Invinible 2WD	£27245	122	128	27
2.0 D-4D Invinible 4WD	£28250	122	137	26
2.0 D-4D Invinible 4WD	£30160	148	149	29
AVENSIS 4dr saloon	Nothing wrong, but nothing exceptional. Good spec	★★★★☆		
1.8 V-matic Active	£18085	145	139	17
1.8 V-matic Business Edition	£21315	145	140	18
1.8 V-matic Business Edition +	£23115	145	140	18
1.6 D-4D Active	£19010	110	108	22
1.6 D-4D Business Edition	£22155	110	109	22
2.0 D-4D Business Edition	£23155	140	119	22
2.0 D-4D Business Edition +	£23955	110	109	22
2.0 D-4D Business Edition +	£24955	140	119	22
2.0 D-4D Excel	£26795	140	124	23
AVENSIS TOURER 5dr estate	Good spec but an unexceptional estate otherwise	★★★★☆		
1.8 V-matic Active	£19265	145	140	17
1.8 V-matic Business Edition	£24295	145	143	18
1.8 V-matic Business Edition +	£24295	145	143	18
1.6 D-4D Active	£19010	110	108	22
1.6 D-4D Business Edition	£22335	110	110	22
2.0 D-4D Business Edition	£24335	140	120	22
2.0 D-4D Business Edition +	£25135	110	110	22
2.0 D-4D Business Edition +	£26135	140	120	22
2.0 D-4D Excel	£28600	140	124	23
VERSO 5dr MPV	Offers decent space, a respectable drive and is good value	★★★★☆		
1.6 V-matic Active 5st	£18120	130	154	13
1.6 V-matic Active 7st	£18650	130	154	13
1.6 V-matic Icon 7st	£20650	130	154	14
1.8 V-matic Trend 7st Auto	£23100	145	150	15
1.8 V-matic Trend Plus 7st Auto	£25000	145	150	15
1.6 V-matic Excel 7st Auto	£24650	145	150	15
1.6 D-4D Active 7st	£19990	109	119	13
1.6 D-4D Icon 7st	£21995	109	119	14
1.6 D-4D Trend 7st	£22995	109	119	14
1.6 D-4D Trend Plus 7st	£24845	109	119	14
1.6 D-4D Excel 7st	£24495	109	119	14
LAND CRUISER 3dr 4x4	A real go-anywhere vehicle. Spongey on road	★★★★☆		
2.8 D-4D Active	£35895	175	190	31
LAND CRUISER 5dr 4x4	A real go-anywhere vehicle. Available with seven-seats	★★★★☆		
2.8 D-4D Active manual	£37695	175	194	31
2.8 D-4D Active	£39295	175	194	34
2.8 D-4D Icon	£48395	175	194	38
2.8 D-4D Invinible	£54895	175	194	38
GT86 2dr coupé	A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★★★★☆		
2.0 Primo	£22700	197	180	33
2.0 GT86	£25000	197	180	33
2.0 Aero	£27650	197	192	33
2.0 Blanco	£28650	197	192	34
VAUXHALL				
VIVA 5dr hatch	Comfortable and spacious, but lacking equipment and youthful joie de vivre	★★★★☆		
1.705 SE	£8395	73	104	-</

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2 CDTi 163 SE Nav 4x4	£27160	161	177	25
2.2 CDTi 163 Diamond	£27200	161	167	25
VXR8 4dr saloon Still has old-school appeal: brutish and unsophisticated	£45409	577	363	50
6.2 V8 GTs				
VOLKSWAGEN				
UP 3dr hatch Hardly revolutionary, but better than its rivals in the areas that matter	£13695	74	106	4
1.0 75 Rock Up	£12225	74	106	4
1.0 75 Club Up	£12225	74	106	4
1.0 75 Street Up	£8945	59	105	1
1.0 60 Take Up	£9995	59	105	1
1.0 60 Look Up	£10000	59	105	1
1.0 60 Move Up	£10360	59	95	1
1.0 60 BMT Move Up	£11600	74	106	2
1.0 75 High Up	£11960	74	98	2
UP 5dr hatch Better than its rivals on refinement, finish, desirability and economy	£25075	80	0	10
e-up 82 BEV	£9345	59	105	1
1.0 60 Take Up	£10400	59	105	1
1.0 60 Move Up	£10395	59	105	1
1.0 60 Look Up	£10760	59	95	1
1.0 60 BMT Move Up	£12000	74	106	2
1.0 75 High Up	£12360	74	98	2
1.0 75 BMT High Up	£12625	74	106	4
1.0 75 Club Up	£12625	74	106	4
1.0 75 Street Up	£23600	148	109	22
POLO 3dr hatch The sensible choice in a lot of ways: usable and very solidly built	£11495	59	106	-
1.0 60 S	£12215	59	106	-
1.0 60 A/C	£12930	59	106	-
1.0 60 Match	£13445	74	108	-
1.0 75 Match	£14075	74	108	-
1.2 TSI 90 Match	£15140	74	93	-
1.4 TDI 75 Match	£16505	108	99	-
1.0 TSI 110 SE L	£17155	89	93	-
1.4 TDI 90 SE L	£16960	108	99	-
1.0 TSI 110 R-Line	£16425	89	107	-
1.4 TDI 90 R-Line	£17665	89	107	-
1.0 TSI 95 BlueMotion	£14975	94	94	-
1.0 TSI 150 ACT BlueGT	£18105	148	110	-
1.8 TSI GTI	£19095	189	139	-
POLO 5dr hatch The sensible choice in a lot of ways: refined, easy-going and desirable	£12125	59	106	-
1.0 60 S	£12845	59	106	-
1.0 60 A/C	£13560	59	106	-
1.0 60 Match	£14085	74	108	-
1.0 75 Match	£14705	89	107	-
1.2 TSI 90 Match	£15770	74	93	-
1.4 TDI 75 Match	£17135	108	99	-
1.0 TSI 110 SE L	£17645	89	93	-
1.4 TDI 90 SE L	£17055	108	99	-
1.0 TSI 110 R-Line	£17785	89	107	-
1.4 TDI 90 R-Line	£18295	89	107	-
1.0 TSI 95 BlueMotion	£15605	94	94	-
1.0 TSI 150 ACT BlueGT	£18735	148	110	-
1.8 TSI GTI	£19725	189	139	-
GOLF CABRIOLET 2dr open Composed but uninspiring four-seat soft-top	£22850	103	119	15
1.2 TSI 105 S	£23735	123	127	19
1.4 TSI 125 S	£24670	123	127	19
1.4 TSI 125 SE	£27985	148	128	29
2.0 TSI 150 GTI	£30505	217	152	35
2.0 TSI 220 GTI	£33650	261	190	37
2.0 TSI 265 R	£24740	108	117	11
2.0 TDI 110 S	£25675	108	111	17
2.0 TDI 110 SE	£27040	148	123	23
2.0 TDI 150 SE	£28490	148	112	23
GOLF 3dr hatch The complete package. Classy and yet classless with it	£17595	84	113	-
1.2 TSI 85 S	£19365	123	120	-
1.4 TSI 125 S	£20370	108	99	-
1.6 TDI 110 S	£21675	108	89	-
1.4 TSI 125 Match	£20640	123	120	-
1.6 TDI 110 Match	£21645	108	99	-
2.0 TDI 150 Match	£23010	148	106	-
1.0 TSI 115 Match BlueMotion	£20080	113	99	-
1.4 TSI 150 GT	£24165	148	112	-
1.6 TDI 110 GT	£23305	108	101	-
2.0 TDI 150 GT	£24670	148	109	-
1.4 TSI ACT 150 R-Line	£25160	148	112	-
2.0 TDI 150 R-Line	£25665	148	109	-
2.0 TDI 184 GTD	£26895	181	109	-
2.0 TSI 220 GTI	£27435	217	139	-
2.0 TSI 300 R 4Motion	£31120	296	165	-
GOLF 5dr hatch The complete package and as a result it's reassuringly expensive	£18250	84	113	-
1.2 TSI 85 S	£20020	123	120	-
1.4 TSI 125 S	£21025	108	99	-
1.6 TDI 110 S	£22330	108	89	-
1.4 TSI 125 Match	£21295	123	120	-
1.6 TDI 110 Match	£22300	108	99	-
2.0 TDI 150 Match	£23665	148	106	-
1.0 TSI 115 Match BlueMotion	£20735	113	99	-
1.4 TSI 150 GT	£24820	148	115	-
1.6 TDI 110 GT	£23960	108	101	-
2.0 TDI 150 GT	£25325	148	109	-
1.4 TSI ACT 150 R-Line	£25815	148	115	-
2.0 TDI 150 R-Line	£26320	148	109	-
2.0 TDI 184 GTD	£27915	181	109	-
2.0 TSI 220 GTI	£28455	217	139	-
2.0 TSI 300 R 4Motion	£31775	296	165	-
1.4 TSI 204 GTE	£33995	201	39	-
1.4 TSI 204 GTE Nav	£35760	201	39	-
e-Golf	£31650	113	0	-
GOLF ESTATE 5dr estate Classy hatchback in a more practical form - what's not to like?	£18950	83	115	-
1.2 TSI 85 S	£20720	123	120	-
1.4 TSI 125 S	£20770	89	102	-
1.6 TDI 110 S	£21725	108	102	-
1.4 TSI 125 SE	£23030	108	92	-
1.6 TDI 110 SE	£21895	123	123	-
2.0 TDI 150 SE	£22900	108	102	-
2.0 TDI 150 SE	£24265	148	108	-
1.0 TSI 115 SE BlueMotion	£21185	113	99	-
1.4 TSI 150 GT	£25220	148	123	-
2.0 TDI 150 GT	£25725	148	110	-
1.6 TDI 110 Alltrack 4Motion	£27190	108	122	-
2.0 TDI 150 Alltrack 4Motion	£28555	148	125	-
2.0 TDI 184 Alltrack 4Motion DSG	£30995	181	129	-
2.0 TDI 184 GTD	£28615	181	115	-
2.0 TSI 300 R 4Motion DSG	£33890	296	162	-
GOLF SV 5dr MPV MOB platform gives the Golf proper proportions. Still no C-Max though	£21460	113	105	-
1.0 TSI 115 SE BlueMotion	£19225	84	114	9
1.2 TSI 85 S	£20995	123	125	16
1.4 TSI 125 SE	£22170	123	125	16
1.4 TSI 150 GT	£25640	148	130	18
1.6 TDI 110 S	£21980	108	101	13
1.6 TDI 110 BlueMotion	£23545	108	98	13
1.6 TDI 110 SE	£23175	108	101	11
2.0 TDI 150 SE	£24540	148	112	17
2.0 TDI 150 GT	£26145	148	115	17
JETTA 4dr saloon Big boot, pleasant dynamics and good pricing. A bit dull	£19125	123	125	18
1.4 TSI 125 S	£20455	123	125	18
1.4 TSI 150 SE	£21160	148	123	21
1.4 TSI 150 GT	£22025	148	123	21
2.0 TDI 110 S	£20405	109	105	14
2.0 TDI 110 SE	£22735	109	105	15
2.0 TDI 110 GT	£22600	109	105	15
2.0 TDI 150 SE	£22505	148	109	22
2.0 TDI 150 GT	£23600	148	109	22
BETTER 3dr hatch Huge improvement, but the Golf underneath is superior	£16510	104	128	13
1.2 TSI 105	£18905	104	128	14
1.2 TSI 105 Design	£20940	148	134	20
1.4 TSI 150 Design	£22760	148	134	20
2.0 TSI 220 Sport	£23990	217	150	27
2.0 TSI 220 Turbo Black	£24690	217	150	27
2.0 TSI 220 Turbo Silver	£24690	217	150	27
2.0 TDI 110	£18335	108	112	13
2.0 TDI 110 Design	£20710	108	112	13
2.0 TDI 150 Design	£21410	148	119	20
2.0 TDI 150 Sport	£23230	148	119	21
BETTER CABRIOLET 2dr open Huge improvement, and quite chic in open-top form	£19465	104	129	15
1.2 TSI 105	£21860	104	129	16
1.4 TSI 150 Design	£23750	148	138	22
1.4 TSI 150 Sport	£23530	148	138	22
2.0 TDI 110	£21275	108	115	15
2.0 TDI 110 Design	£23650	108	115	16
2.0 TDI 150 Design	£24480	148	120	23
2.0 TDI 150 Sport	£26080	148	120	23
2.0 TSI 220 Sport	£26580	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels	£25445	148	133	27
1.4 TSI 150	£30910	181	127	27
2.0 TDI 184 GT	£31485	181	127	27
2.0 TDI 184 GT Black Edition	£31485	181	127	27
2.0 TDI 150	£28885	148	118	24
2.0 TDI 150 GT Black Edition	£29460	148	118	24
2.0 TDI 150 R-Line	£29535	148	118	24
2.0 TDI 184 R-Line	£31560	181	127	28
2.0 TDI 150 R-Line Black Edition	£30110	148	118	24
2.0 TDI 184 R-Line Black Edition	£32135	181	127	28
SCIROCCO 3dr coupé A complete coupé. Entertaining, practical and stylish	£21010	123	125	22
1.4 TSI 125	£22860	123	125	23
1.4 TSI 125 GT	£23410	123	125	23
2.0 TSI 180	£23065	178	142	31
2.0 TSI 180 GT	£24915	178	142	31
2.0 TSI 180 GT Black Edition	£25465	178	142	31
2.0 TSI 180 R-Line	£26985	178	142	31
2.0 TSI 180 R-Line Black Edition	£27535	178	142	31
2.0 TSI 280 R	£32855	276	187	42
2.0 TSI 220 GTs	£28470	217	142	42
2.0 TDI 150	£23730	148	109	27
2.0 TDI 150 GT	£25580	148	109	28
2.0 TDI 150 GT Black Edition	£26130	148	109	28
2.0 TDI 150 R-Line	£27650	148	109	28
2.0 TDI 150 R-Line Black Edition	£28200	148	109	28
2.0 TDI 184 GT	£26580	181	115	31
2.0 TDI 184 GT Black Edition	£27130	181	115	31
2.0 TDI 184 R-Line	£28650	181	115	31
2.0 TDI 184 R-Line Black Edition	£29200	181	115	31
PASSAT 4dr saloon Supremely well-executed but a tad too conservative to be entertaining	£22650	118	105	15
1.6 TDI 120 S	£23530	118	95	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£23890	118	105	12
1.6 TDI 120 GT	£25750	118	109	13
2.0 TDI 150 S	£23775	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25015	148	106	19
2.0 TDI 150 GT	£26875	148	109	19
2.0 TDI 150 R-Line	£27870	148	109	19
2.0 TDI SCR 190 GT	£28225	187	107	22
2.0 TDI SCR 190 R-Line	£29220	187	107	23
2.0 TDI 240 BITDI SCR GT	£34955	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35950	237	139	28
PASSAT ESTATE 5dr estate Smart looking and civilised estate	£27300	118	110	13
1.6 TDI 120 GT	£24200	118	107	15
1.6 TDI 120 SE	£25080	118	95	15
1.6 TDI 120 SE Business	£25010	118	107	12
1.6 TDI 120 SE	£25440	118	107	12
2.0 TDI 150 GT	£28425	148	110	19
2.0 TDI 150 R-Line	£29420	148	110	19
2.0 TDI 150 S	£25325	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26565	148	107	19
2.0 TDI 190 SCR GT	£29775	187	110	22
2.0 TDI 190 SCR R-Line	£30770	187	110	23
2.0 TDI 240 BITDI SCR GT	£36055	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37500	237	140	28
2.0 TDI 190 SCR Alltrack	£31185	148	130	23
2.0 TDI 190 SCR Alltrack DSG	£34265	187	137	23
TOURAN 5dr MPV Refined, well-equipped and widely mid-sized MPV. Blandly styled	£22240	108	126	-
1.2 TSI 110 S	£23840	108	116	-
1.6 TDI SCR 110 S	£23630	108	126	-
1.6 TDI SCR 110 SE	£25230	108	116	-
2.0 TDI SCR 150 SE	£26730	148	116	-
2.0 TDI SCR 150 Family	£25115	108	126	-
1.6 TDI SCR 110 SE Family	£26715	108	116	-
2.0 TDI SCR 150 SE Family	£28215	148	116	-
1.4 TSI 150 SE L	£26745	148	133	-
2.0 TDI SCR 150 SE L	£28215	108	117	-
2.0 TDI SCR 190 SE L DSG	£30510	187	123	-

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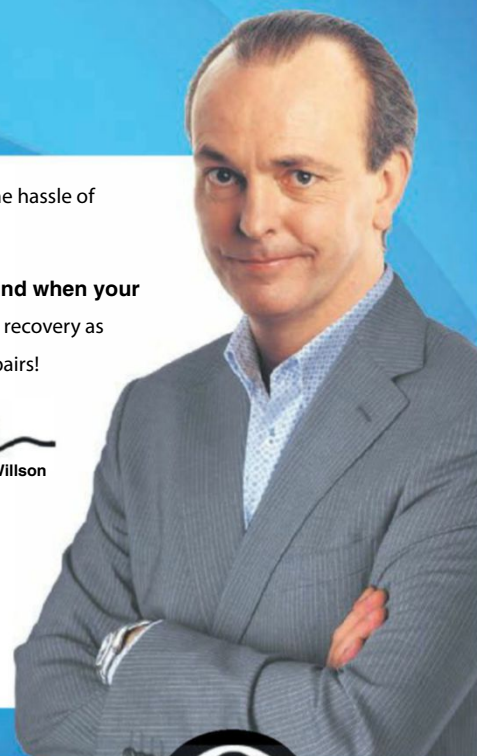


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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
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LOTUS													
ELISE 2dr roadster	★★★★★												
1.6		127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé	★★★★★												
Evora 2+2		162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0		172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé	★★★★★												
Exioe S		170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI													
GRANTURISMO 2dr coupé	★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08	
GRANCABRIO 2dr open	★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	
GHIBLI 4dr saloon	★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14	

MAZDA													
2.5dr hatch	★★★★★	1.5 Sky-V-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55 1050	22.4.15
3.5dr hatch	★★★★★	2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60 1470	4.12.13
5.5dr MPV	★★★★★	1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40 1555	16.2.11
6.4dr saloon/5dr estate	★★★★★	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56 1480	23.1.13
MX-5 2dr open	★★★★★	1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49 1050	2.9.15
1.5 SE-L hatch	★★★★★	1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60 1275	22.7.15
CX-5 5dr hatch	★★★★★	2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55 1575	13.6.12

MCLAREN													
650S 2dr coupé/roadster ★★★★★													
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	
P1 2dr coupé ★★★★★													
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14	

MERCEDES-AMG													
C63 4dr saloon	★★★★★												
C63		155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé	★★★★★												
S		193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ														
A-CLASS 5dr hatch	★★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	★★★★★	A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★★	B200 CDI Sport130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495		29.2.12
C-CLASS 4dr saloon/5dr estate	★★★★★	C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé/5dr estate	★★★★★	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
200 CDI S'Brk134	★★★★★	200 CDI S'Brk134	10.1	29.7	9.6	11.9	3.4	134	221	33.5	53/59	1555		18.11.15
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★	E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate149	★★★★★	E250 CDI estate149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995		17.2.10
E250 CGI cab	★★★★★	E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★★	350 BlueEFF.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S'Brake155	★★★★★	350 CDI S'Brake155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980		9.1.13
S-CLASS 4dr saloon/2dr coupé	★★★★★	S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	★★★★★	S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★★	220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr 4x4	★★★★★	GLC 250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
M-CLASS 5dr 4x4	★★★★★	ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★★	GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★★	SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	★★★★★	SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08

MG													
3.5dr hatch	★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13	
6.5dr hatch	★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11	

MINI														
MINI 3dr hatch	★★★★★	Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	★★★★★	JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
CLUBMAN 5dr hatch	★★★★★	Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
COUNTRYMAN 5dr hatch	★★★★★	Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10

MITSUBISHI														
ASX 5dr hatch	★★★★★	1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4	★★★★★	2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4hns	★★★★★	PHEV GX4hns	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN													
PLUS 8 2dr convertible ★★★★★													
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12	
3 WHEELER 2dr convertible ★★★★★													
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12	

NISSAN												
MICRA 5dr hatch	★★★★★											
1.2 Tekna	105	11.6	—	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
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NOTE 5dr hatch	★★★★★	1.2 Acenta Prm	106	12.6	—	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch	★★★★★	1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUNE 5dr hatch	★★★★★	Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	★★★★★	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	★★★★★	Leaf 137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15	
LEAF 5dr hatch	★★★★★	Leaf	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch	★★★★★	1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch	★★★★★	1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé	★★★★★	370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé	★★★★★	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

NOBLE													
M600 2dr coupé	★★★★★												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09	

PEUGEOT													
208 3/5dr hatch ★★★★★													
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12	
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15	
308 3/5dr hatch ★★★★★													
1.6 e-HDI 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14	
508 SW estate ★★★★★													
2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11	
2008 Mini SUV ★★★★★													
1.6 e-HDI	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13	
3008 5dr hatch ★★★★★													
Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09	
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+4832.7	41/49	1790			25.1.12	
5008 5dr MPV ★★★★★													
1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10	
RCZ 3dr coupé ★★★★★													
R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14	

Porsche														
Boxster 2dr convertible	★★★★★	S 3.4	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32	1420	27.6.12
Cayman 3dr coupé	★★★★★	2.7	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34	1385	24.4.13
GT4	★★★★★	GT4	183	4.6	10.0	3.5	6.0	2.5	380	310	25.5	28/-	1340	23.9.15
911 2dr coupé	★★★★★	Targa	182	4.3	9.8	3.6	15.0	2.4	394	325	37.9	21/29	1578	18.6.14
GT3 RS	★★★★★	GT3 RS	193	3.4	7.8	2.8	6.9	2.4	493	339	24.2	20/28	1495	19.8.15
New 911 2dr coupé	★★★★★	Carrera S	190	4.5	9.4	3.4	7.3	2.9	414	369	36.4	27/31	1535	20.1.16
918 Spyder 2dr coupé	★★★★★	4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 5dr hatch	★★★★★	4.8 Turbo	188	4.0	9.2	3.4	13.5	2.5	493	567	45.0	20/28	2045	20.9.09
Macan 5dr 4x4	★★★★★	Turbo	165	4.7	11.8	4.3	7.9	2.4	384	406	35.7	22/31	2000	4.6.14

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OULTON PARK

SNETTERTON

CADWELL PARK

2016 MSV SEASON HIGHLIGHTS

26-28 MARCH	EASTER BRITISH TRUCK RACING	BRANDS HATCH	8-10 JULY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	SNETTERTON
28 MARCH	EASTER FAMILY FUNDAY	OULTON PARK	30/31 JULY	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	SNETTERTON
2/3 APRIL	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH	5-7 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
16/17 APRIL	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	BRANDS HATCH GP	6/7 AUGUST	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	SNETTERTON
30 APRIL - 2 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK	27-29 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	CADWELL PARK
7/8 MAY	BLANCPAIN GT SPRINT SERIES	BRANDS HATCH GP	9-11 SEPTEMBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
20-22 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH	10/11 SEPTEMBER	BRITISH TRUCK RACING CHAMPIONSHIP	SNETTERTON
28/29 MAY	MASTERS HISTORIC FESTIVAL	BRANDS HATCH GP	1/2 OCTOBER	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH GP
28 & 30 MAY	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	OULTON PARK	14-16 OCTOBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
4/5 JUNE	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	OULTON PARK	5/6 NOVEMBER	BRITISH TRUCK RACING CHAMPIONSHIP & FIREWORKS	BRANDS HATCH
11/12 JUNE	AMERICAN SPEEDFEST IV	BRANDS HATCH			

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BEE IR	AKI 42R	BOU IID	COP I3Y	DI YKE	GOU IT	KEE I3Y	MAI2 ROW	NI88 LER	PII6 PLA	PLA 77S	TOT 17Y
R4II SOM	ALE IIA	BOII RKE	COR 28IN	EAD 3E	PGR 33D	K3I RON	MAI2 RSH	NI8I ETT	PI UMP	PII6 HOL	T24I NER
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T4 UNT	ALV 35S	MRI3 OYD	COI2 NES	EAR IIE	G236 ORY	KEL 54IL	M427 ANN	NOG 4N	POO I3Y	POO IS	T2O UTU
CHE I2Y	AMA 22R	BOY 3R	COT 2R	EAI2 LEY	GUILI MOW	K3II NEY	MAS 71F	NOL 8N	POP 6E	POP 6E	STII DOR
CHA 2D	AMB 813R	BRA 2R	COI UME	EAS1 JCT	GUR 2R	KEII YON	MAR 73D	NOR 44A	POI 3Y	POI 3Y	TUN IIE
MUR 224Y	DAM 3S	B2I ERS	COT 7IE	EDG 9E	H4I SEY	I KEV	M478 URY	NOR 832T	POW I3Y	POW I3Y	TWE 3D
MAI2 ROW	ANN 37T	BRI2 GHT	COU IIL	EDM 4N	HAM 32R	KHA 413D	M647 EER	NO5I BOY	PI2I ORY	PI2I ORY	TWII STS
YE5I OVC	ANS 51OW	BRII KER	COU 9E	ELS 44A	HAM 3S	KI25 KBY	MCB 21OE	NUR 7ON	P205 SER	P205 SER	TYN 4N
GOU 9H	42 FAN	B12O OOK	COW 51N	ERR 2OL	HAR 21OW	KI2 TON	MCC IIE	NUS 24T	PRO IIT	PRO IIT	UGII EST
NI8I ETT	ASH 33R	82O OMS	COW 3Y	E56 OTL	HAR 77E	KUR 71IS	M63 WAN	NUT 73R	PUD 5IE	PUD 5IE	URE 3N
KAR 2IIM	AST I3Y	82 OOM	COW I3E	EII9 ENE	H476 HER	LAM 87ON	M63 WEN	NUT 73R	PUII LAN	PUII LAN	UTT I3Y
FRA 73R	AUB 23Y	BI2O PHY	C24 FTY	EWA 2T	HAT 7T	LAR 6E	MCG 422Y	NUT 73R	PUII LEN	PUII LEN	VAN 35A
5 ECT	AVE 2Y	BR05 TER	CRA IIK	EXE 73R	HAT 77R	LAR 635T	M66I NTY	NUT 73R	PUII SER	PUII SER	V333 RGE
R33 EDS	AWA 4N	82 YAN	C12I CKY	EXL 3Y	HAV 42D	LAR 635T	MCL 4IR	NUT 73R	PUI2 VES	PUI2 VES	V32 NON
MOO I2S	BAC 6K	B27 ANT	CRII LLY	EL YRE	HAW I3Y	LAW I3Y	M34 NEY	NUT 73R	PUI2 VES	PUI2 VES	VER 50A
HAV 42D	BI4 KER	B27 DEN	NCR I5P	FAN 77OM	H47 DON	D12 LAW	MED I3Y	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
FOO 7E	BAI MER	B27 DON	C200 KES	F42 HAN	HAY 35S	LAY 3R	MEE 3K	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
GOS 5IIP	B4I 3S	BUN 73R	C12O SSY	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B4IO GUN	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BAL 7IC	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BAN 7ON	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BAP 715E	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B4I2 BER	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B428 OUR	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B42 LOW	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B4I2 RON	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B45 TOW	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B45 LEY	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BEE 6H	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BEE IR	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B3I ERE	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
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	B3 NJY	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BEN IIE	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
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	BER 724M	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BE55 ELL	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BE5I TVR	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B16 FAX	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	B16 MGB	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	8I GGS	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BLA IID	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BLU3 ACH	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BOA 76H	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BOB IIE	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BOL 4IID	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS
	BOL IT	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	LEG 3IID	MEE 5ON	NUT 73R	PUI2 VES	PUI2 VES	VII ERS



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PDO I	1 ABF	BME 6	DBG I	I EHB	I FCB	I FVS	I HBR	I HWS	I LGO	LHP I	MFK 3	8 NMS	PHR I	I RFF	I SGT	3 TLG	I VGS	I WHM
TLA I	6 ABW	5 BMF	DCF I	I EHF	I FCF I	I FWF	I HCD	I HYS	I LKT	LJH I	I MFO	I NOG	I RSV	I SJJ	I TLT	I ULS	I VJ 2	I WJA
I YY	8 ACN	I BN	DCR I	I EHG	I FCH 8	I FWJ I	I HCE	I JCI	I KHE	I LJN	I MFP 3	I NOP	I PKA I	I RGG	I SJU	TN 63	I VJC	I WJB I
8 HMR	I AEA	BPS I	I DDA	I EHH	I FCJ	9 GAD	I HCF	7 JCN	I KHS	I LJR	I MFR	I NPD	I PKD	I RGL 7	I SKT I	I TNA	I VJD	I WJ 8
I KKF	I AEF	BPW I	I DFB I	I EHI	I FCL I	5 GAE	I HCH	I JCU	I KHR	I LJV	8 MGD	6 NPM	I PLA	I RGO	I SKU	TNJ I	I VJE	I WLE
9 EFW	5 AEG	7 BRJ	DFB I	I EHP	I FCO	5 GAK	I HCK	I JDO	94 KJ	3 LKC	I MGG	86 NR	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
I RKD	6 AEP	6 BRS	3 DFL	I EHR	I FDN	I GAB I	7 HCS	I JEU	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
GWN I	I AER	BT 25	I DFN	I EIG I	I FCP	GBK I	I HCT I	I JEX	I KJK	I LKR	I MJK	NRM I	I PLW	I RHE	SNS 4	TPJ I	I VJ 1	I WNH
PWG 5	AFI 9	I BCT	I DFG I	I EJA 6	FD 5	I GCA	I HDK	8 JFF	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
WFT I	I AFL	I BTR	3 DGG	I EJE I	I FDC	4 GCC	I HDN	8 JFF	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
I HBP	I AFO	I BU	7 DHD	I EJE I	I FDC	4 GCC	I HDN	8 JFF	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
9 SDA	4 AFP	8 BV 8	6 DGH	I EJE I	I FDC	4 GCC	I HDN	8 JFF	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
THG I	AGM I	I BVH	I DHN	I EJO I	I FEJ	6 GCP	I HEE	2 JJE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
9 MV	5 AH	I BWG	3 DME	I EJO I	I FEJ	6 GCP	I HEE	2 JJE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
I NFP	9 AHH	5 BWM	I DMM I	I EJO I	I FEJ	6 GCP	I HEE	2 JJE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
DVS 7	I AHT	BY I	I DMV	I EJO I	I FEJ	6 GCP	I HEE	2 JJE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
LEL I	I AHV	C 5	8 DPN	I EJO I	I FEJ	6 GCP	I HEE	2 JJE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
2 WJT	ALK I	I CAY	6 DPN	I EJO I	I FEJ	6 GCP	I HEE	2 JJE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
JW 3	I AMF	6 CCA	I DSE I	I ENB	I FHF	99 GF	I HFG	I JNE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
8 MSE	A00 I	CCF I	DS 9	I ENB	I FHF	99 GF	I HFG	I JNE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
YIW I	APJ I	I CCK	DSE I	I ENB	I FHF	99 GF	I HFG	I JNE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
I KLP	6 APN	I CCO	5 DSF	I ENB	I FHF	99 GF	I HFG	I JNE	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
000 68	I ATT	6 CDD	6 DSN	8 EPC	I FJH	I GFN I	I HFP	6 JRN	I KJG I	7 LKP	I MHH	NRI I	I PLN	I RGT	I SNJ	TNM I	I VJ 8	I WLN
	4 AVP	7 CDK	I DTE	6 EPM	I FJT	I GFT I	I HGP	8 JSE	I KYD	2 LRG	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	AVS I	3 CEJ	9 DTL	I EPN	I FJK	I GHF	I HGR	I JSW	I KYD	2 LRG	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	I AWM	3 CFP	DVS 7	I EPR	I FKL I	5 GHP	I HGT	9 JTL	I LBN	I LRT	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	AWV I	I CFT	9 DWG	4 ERG	I FKW	I GHT I	I HFF	6 JTP	I LBN	I LRT	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	BBF I	7 CGL	8 DWL	I ERK	90 FL	5 GJD	I HHG	6 JTP	I LBN	I LRT	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	I BBR	8 CHB	I DYB	I ESB	I FLE	98 GY	I HHS I	I JU	I LBT	3 LSD	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	I BBW	6 CHD	4 EAD	5 ESG	9 FLW	I GKE	6 HJG	I JVE	5 LCR	I LSG	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	BCC 4	CIG I	I EAS	6 ESH	5 FMR	I GLI	6 HJG	I JVE	5 LCR	I LSG	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	5 BCP	I CJV	EBK I	I ESO	8 FMT	I GMY I	I HKA I	I KBC	I LDF	LSR I	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	3 BCT	I CKM	EBM I	I ESO	8 FMT	I GMY I	I HKA I	I KBC	I LDF	LSR I	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	BDP I	83 CN	I EBN	6 ET	FN I	I GMY I	I HKA I	I KBC	I LDF	LSR I	I MVS	I NYK	5 PSJ	I RPO	I TBT	TY 6	I VTB	I WWH
	9 BDR	I CNE	I EBR	I ETH	I FNC	I GNC	I HLC I	I KBD	LDL 7	I LSV	2 NEG	3 PCR	I PWW	I RVT	I TFF	I VBS	I WCB	I YCB I
	78 BE	I CNF	I EBT	I ETR	I FNC	I GNC	I HLC I	I KBE	LDL 9	I LTG	NEZ I	9 PCF	R 9	I RWT	I TFG	I VCA	I WCV	I YCC I
	I BEF	CNJ I	I EBY	I ETW	I FND	I GNC	I HLC I	I KCE	LEL I	I LUJ	I NFB	8 PDA	I RAA	I RY 9	I TFN	I VCH	I WDC	I YDF I
	I BFH	I CNK	I ECD	I ETY	I FND	I GNC	I HLC I	I KCE	LEL I	I LUJ	I NFB	8 PDA	I RBC	I RYF	I TFP	I VCH	I WDC	I YDF I
	I BFO	I CNL	I EDC	I EVH	I FND	I GNC	I HLC I	I KCE	LEL I	I LUJ	I NFB	8 PDA	I RBC	I RYF	I TFP	I VCH	I WDC	I YDF I
	I BFY	I CPF	I EDR	I EVH	I FND	I GNC	I HLC I	I KCE	LEL I	I LUJ	I NFB	8 PDA	I RBC	I RYF	I TFP	I VCH	I WDC	I YDF I
	I BGE	2 CPW	2 EDW	I EWF	I FNT	8 GRG	8 HMR	I KCO	I LFE	I LVS	I NFP	3 PEF	RBV I	I SBF	I TFT	I VCM	I WDP	I YEB I
	BGR I	4 CSE	I EEB	I EWF	I FNT	8 GRG	8 HMR	I KCO	I LFE	I LVS	I NFP	3 PEF	RBV I	I SBF	I TFT	I VCM	I WDP	I YEB I
	3 BHC	I CSF	I EED	I EWR	FPB I	I GSA I	I HN 4	I KCW	I LFN	I LWF	I NGC	I PEM	I RCC	I RCE	I RCE	I THF	I VDS I	I WEG
	6 BHS	CT 7	I EEF	I EYC	FRP I	I GSK I	I HNB	I KCY	I LFO	I LZ I	I NGJ	I PEX	I RCE	I RCE	I RCE	I THF	I VDS I	I WEG
	8 BJA	I CTC	I EEG	I FAC	8 FR I	8 GSK	4 HPM	I KDA	I LFP	MB 9	I NGN	I PEX	I RCE	I RCE	I RCE	I THF	I VDS I	I WEG
	6 BJE	I CTE	EEM I	3 FAP	I FRW	I GUJ	4 HRG	I KDC	I LFR	I MBG	2 NHB	I PFT I	I RCO	I SDP	I THY	I VEM	I WFM	I YL I
	I BJV	CTK I	I EFA	I FSD	I GUV	I HRW I	I KDO	3 LGD	5 MBL I	NI I	I PFW	5 RCR	I SEK	I THY	90 TK	I VEP I	I WFM	I YL I
	BJZ I	I CUR	2 EFB	2 FB I	I FSP	I GVG	I HSO	I KFA	I LGF	97 MC	I NKZ I	9 PGM	I RDA	I SFE	I TKC	I VFC	I WFR	I YPS I
	89 BKJ	I CVD	I EFF	I FBG I	I FSW	I GWD	I HTK	I KFK I	I LGL I	6 MCJ	I NLE	I PGN	5 RDA	I SFF	I TKF	I VFC	I WG 9	I YR 45
	I BKJ	I CVE	I EFR	I FBN I	I FTP	I GWK	I HTP	I KFO	I LGM 4	I MDO	I NLP	5 PGP	I RDK	I SFH	I TKH I	I VFN I	I WGL	I YRL I
	I BKN	CVR	3 EFS	I FBK I	I FUD	GY I	5 HV	I KFT I	3 LGP	MEA I	I NLW	PHD 6	I RDO I	I SFO I	I TKS 3	I VG 2	I WGL	I YRS I
	96 BL	2 CY	8 EG	I FBO	FW IO	I GYG	I HVD I	KG 44	I LGT	I MEJ	I NLZ I	I PHF	4 RDR	I SFP 2	I TLA I	I VGH I	I WGP	I YW 2
	3 BLR	92 J	I GFG	I FBT	I FVIO	3 HAP	I HWA	I KGG	2 LHR	I MEA	I NMG	PHG 7	I RFX 8	4 SGI	I TID	I VGI I	I WGI 4	I ZI

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C7 AEG £695	H7 DPB £695	F6 GRF £595	J2 LOE £595	X666 SPM £695
F1 ATU £1395	D10 EAM £795	S16 GRG £545	G8 LPP £645	R600 SPR £595
T3 AUL £695	A19 EBA £475	D6 GTD £645	F1 LUB £1250	N7 STR £795
B3 AWC £495	M88 EBS £695	V8 HDH £795	A13 LVE £595	V16 SUN £595
E5 BEA £895	W3 ECD £545	T1 HNS £695	R40 MCC £695	K6 SWH £695
A15 BFC £495	T2 ECK £695	M17 HLO £695	B9 MML £595	H4 SXO £645
L77 BMA £645	R7 EDR £595	K9 HSK £750	C2 MPM £695	R55 TCJ £695
G8 BMV £495	K55 EJJ £595	C8 JLE £695	A3 MNB £695	P60 TEA £555
T14 BSS £595	S18 EJP £665	KKK 156 £950	C2 MPM £695	TFC 4 £4500
B8 CDO £545	X94 ELA £695	L19 KLB £450	X5 MST £695	N11 TFC £645
J22 CEH £495	B10 EME £575	B4 KLF £795	C10 NCL £545	A10 THE £630
N5 CFA £595	M13 FBR £495	S17 KMD £695	NIL 7767 £695	K8 TLV £595
B16 CLW £599	M3 FCD £599	F1 KND £1250	S9 NKE £595	V8 TMA £825
L6 COE £545	S2 FCP £650	KND 52N £395	B5 NLT £495	K15 TVN £545
M6 CUA £545	R3 FJP £595	K88 KTW £595	X8 NLS £495	R9 UUS £495
L6 CWM £595	K3 FJS £495	T18 KWM £595	C13 NOT £695	A7 VCP £525
M5 DCE £645	203 FPH £1050	C2 LBL £595	M2 NTT £695	V70 VXR £495
R88 DCM £395	F1 GAE £1395	L10 LFB £495	S15 NUR £420	RK53 VXR £645
B8 DCO £545	F1 GDD £1250	V70 LFB £495	P7 OAG £495	N4 WAP £695

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FJ 10	£22,000
999 G	£23,500
6 GCD	£3,700
HEN 17	£5,000
38 HGB	£5,200
22 JAH	£6,100
11 JHM	£5,000
2000 LP	£2,500
69 LT	£4,900
4 JCK	£5,500
8 MGL	£7,500
NB 508L	£3,500
70 NXN	£1,700
7 OF	£21,500
OKM 1	£9,000
P 100	£62,000
1996 PS	£5,000
19 RMS	£7,000
128 SM	£7,000
2 SON	£18,000
6 T	£245,000
1 VWW	£105,000
700 X	£15,000
12 Y	£38,500

999 AB	£9,800
ACD 560	£2,800
III AGM	£5,000
AJ 9	£85,000
AJR 321	£3,500
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K99 ANA	£1,000
I68 ATP	£1,500
R20 AVA	£600
AVII ARY	£3,800
I AXG	£13,000
AXT 8N	£4,995
II B	£125,000
700 BA	£7,500
38 BB	£10,500
CS 28	£10,500
M880 BBY	£2,800
BEI 4	£25,000
4106 BH	£1,800
6 BMH	£15,000
V88 BMW	£1,800
190 BMW	£3,700
BOB 964	£8,800
BRIONE	£3,500
333 BXS	£1,000
I970 C	£5,500
L777 CAT	£995
M12 CFD	£1,500
OKM 1	£14,500
C16 ARE	£4,000
CLS II	£7,500
II CLS	£5,000
N2 CLY	£1,800
COB 8IE	£3,500
COL 374	£24,500
CS 289	£2,500
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310 CTR	£1,800
I CTS	£16,000
D	
282 D	£7,800

DAMIION	£15,000
II DCP	£3,800
D3EAN	£40,000
DFG 73	£2,600
474 DGM	£3,500
A12 DGD	£1,300
S4 DM	£12,800
2 DCG	£20,000
I DOV	£29,000
98 DS	£18,000
A9 DSD	£950
100 DVO	£3,600
230 DXE	£950
C4 EGC	£750
32 EH	£7,000
931 ELC	£1,400
E10 TTT	£1,800
EMW 520	£2,500
G7 ENG	£2,800
EP 3582	£2,500
EPPI ATE	£1,000
ERR IK	£12,000
I 9 F	£47,000
LA55 FAT	£4,500
550 FB	£9,800
R12 FCS	£650
622 FDT	£1,800
624 JGO	£900
JGL 289	£880
JIW 624	£5,500
JOD I7S	£4,000
JOE 6E	£5,800
24 JRC	£8,000
K48 JRP	£600
F900 JRS	£700
550 JTE	£5,500
JW1861	£3,800
J7094 KAB	£800
KAT 6V	£4,500
KCT 96L	£2,500
DI KDJ	£1,200
G	
I7 G	£47,500
GAC 881	£3,500
ELIO T78	£2,600
I GSV	£16,000
I GFK	£8,500
C5 GGA	£9,000
I GXX	£1,500
GOIOBAR	£25,000

J14 GKG	£850
S10 GMX	£130
GNL 74	£4,000
37 GR	£9,500
G2 UMP	£2,400
H	
HAM 9R	£12,000
150 HE	£8,000
3959 HJ	£1,300
R9 HJH	£1,200
HJR IN	£1,300
K12 HLE	£450
II HNS	£5,000
AD02 HOD	£850
R8 HRD	£1,200
HSK 288	£1,200
HUSICAN	£4,500
HUS9 CAN	£4,500
10 HXH	£1,900
J	
JAG 8T	£12,000
R100 JAG	£5,500
JAS 4L	£12,000
II JCD	£6,500
4 JCK	£10,000
II JDU	£23,995
II JDU	£3,500
W18 JEM	£1,300
JES JES	£5,800
624 JGO	£900
JGL 289	£880
JIW 624	£5,500
JOD I7S	£4,000
JOE 6E	£5,800
24 JRC	£8,000
K	
K48 JRP	£600
F900 JRS	£700
550 JTE	£5,500
JW1861	£3,800
J7094 KAB	£800
KAT 6V	£4,500
KCT 96L	£2,500
DI KDJ	£1,200

I5 KF	£15,000
KH 2842	£2,500
660 KO	£4,800
I KX	£70,000
L	
1000 L	£9,500
IL50	£18,000
S9 LOW	£500
K6 LEE	£5,000
LEE 782	£3,500
400 LH	£9,500
8 LJS	£8,800
CC02 LOT	£500
222 LP	£6,000
222 LR	£7,500
L2 LTY	£1,200
R11 LVE	£950
LX5 40	£2,600
LYN 554Y	£4,500
M	
92 M	£38,000
MCA 4N	£3,500
II MCF	£8,500
X2 MDH	£1,200
A10 MFC	£1,300
4 MG	£65,000
V8 MGB	£3,500
MCL 448	£1,300
X7 MHB	£950
M18 8409	£800
MKE	£75,000
MKS1	£35,000
S29 MLE	£450
W1 MLW	£1,995
866 MMB	£2,800
MIO SES	£3,800
P130 MUR	£800
N	
79 N	£23,000
N801 NB	£2,500
S330 NCK	£700
T444 NDV	£600
NFG 20	£2,800
II NMS	£5,000

HI NFO	£1,000
JOII NOK	£800
84 NT	£7,500
70 NXN	£1,900
O	
O 49	£55,000
OAK 715	£3,500
55 OFB	£4,500
I6 OG	£8,800
30 OJ	£8,000
I6 OLD	£45,000
6 OOO	£30,000
OOO IX	£8,800
N5 OOO	£6,000
P2 OOO	£5,500
Y7 OSH	£1,800
I OTO	£22,000
III OTX	£1,500
50 OXH	£1,500
P	
PAM I32Y	£1,200
450 PAT	£3,500
PAT 228	£5,500
PBP 735	£1,200
P6 PBR	£1,000
PCV I	£17,000
362 PG	£4,600
PHC 7	£6,800
PIL 2003	£800
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E10 PLA	£900
507 PMY	£2,800
X5 PNE	£1,600
PP II	£55,000
X6 PPD	£600
PRE 35E	£2,000
PSX 888	£2,000
R	
R80 RAK	£1,200
R777 LLY	£3,000
7 RBR	£5,500
BI RBW	£950
C17 RDS	£2,300
J30 REP	£1,300

P99 REY	£600
RGC 943	£1,800
RHA 77	£5,000
69 RJ	£8,600
47 RMV	£3,000
P80 RNR	£700
R002 ERT	£2,400
T22 RPS	£750
RUS 463	£7,500
C7 RWG	£1,800
IRX	£78,000
S	
I2 SAC	£5,500
SAM 293	£8,800
M11 SBB	£700
ISBX	£13,800
T8 SCS	£1,500
J99 SEA	£1,000
SEZ 5692	£150
40 SJX	£1,700
13 SLK	£5,500
2 SLR	£24,000
M555 SMG	£650
X50UND	£45,000
SPD 346	£3,500
SOOP 853	£3,200
IO SRC	£5,000
RM55 SUE	£650
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T	
94 TL	£7,000
C500 TOY	£2,800
TR13 MPH	£5,500
T234 CLE	£2,750
TRN I	£23,000
TSE 6	£8,500
TUR80G	£18,500
G351 TVR	£1,000
TVR 653X	£1,000
U	
I UEE	£8,500
M66 UFC	£1,800
UNA 332	£3,500
7 UNO	£4,500

500 UOX	£1,300
V	
VER 73X	£2,000
P21 VGB	£1,200
VJI 150	£950
VJV 306	£1,800
7 VJX	£3,800
935 VPD	£1,500
VSN I	£28,000
W	
925 W	£8,000
WBK 598	£2,100
WC13 OXR	£1,200
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J7 WHD	£900
92 WM	£8,500
I7 WRF	£2,800
WWK 92	£500
10 WXX	£9,500
60 WXX	£1,700
X	
400 X	£15,500
IXAD	£9,500
IXB	£45,000
IXBC	£15,500
IXD	£55,000
W444 XES	£950
IXJM	£10,000
40 XXY	£1,800
50 OXH	£1,500
XXX 4	£18,000
4 XX	£40,500
Y	
I4 Y	£35,500
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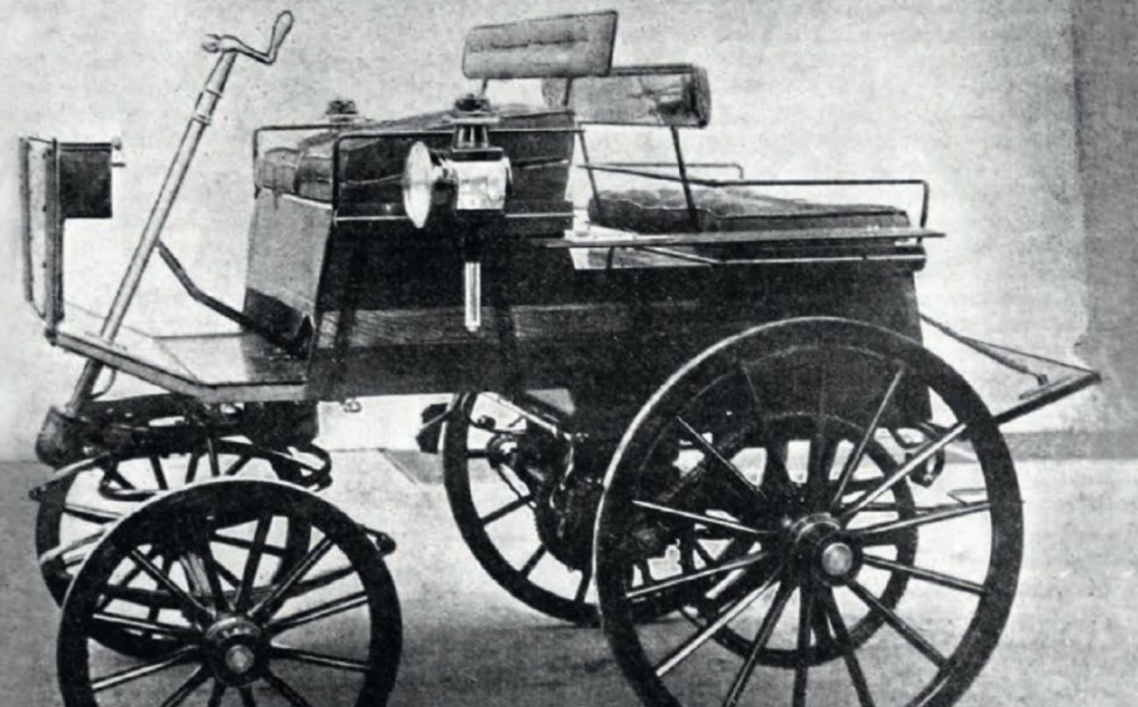
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MATT BURT

Rear View Mirror: tales from our archive

Early British car exports

28 December 1895



Think the British car industry's roaring trade in exports is a new phenomenon? Not exactly. As Autocar described in the winter of 1895, vehicles have been leaving these shores from the industry's earliest days.

Which was just as well, because Britain hadn't quite sorted out how it was going to deal with these new horseless carriages on the highways and byways. They were still classed as locomotives and subject to strict and outdated legislation for the safety of other road users, which did not encourage many companies to develop vehicles for British use.

Autocar wrote: "Although prohibited by the absurdity of the existing enactment from doing a trade in our own country, it is pleasing to note that the inventive ingenuity of British engineers has met with an appreciative response abroad."

Two carriages using electric motors from Acme and Immisch Electric Works, a large electrical engineering and contracting company based in London, were produced for His Imperial Majesty the Sultan of Turkey, Abdul Hamid II.

The company was run by electrical

pioneer Moritz Immisch, of German descent but based in London, with his compatriot Magnus Volk, another noted electrical engineer, collaborating on the build of the vehicles.

Autocar explained: "One carriage, a three-wheel 'dogcart' – the name derived from that given to two-person horse-drawn vehicles – was built by a leading firm of coach builders to the specific order of his Imperial Majesty, while the axle and rear wheels were specially constructed by Acme and Immisch for driving from the motor by means of spur and chain gearing. The battery in this carriage is placed beneath the seat and is entirely hidden from view and the motor is capable of developing up to 2hp."

The other carriage destined for the Sultan featured four wheels and different technology: "A special steering gear is used, consisting of a rack fitted radially to the fore carriage and actuated by a worm wheel and spindle, with a handle at the top, thus placing it under the firm and easy control of the driver.

"A special starting and reversing switch is fitted, and the total weight of the carriage, motor, gearing,

accumulators etc complete is about one ton, the battery alone weighing some 10.25 cwt [570kg]."

Autocar identified the method of propulsion as one area needing further development: "This, doubtless, is where improvement is necessary if electric auto cars are to come within the range of practical commerce. The speed obtained on the level averages five to six miles per hour and one charge of the accumulators lasts from three to four hours."

The four-wheeled carriage had its shakedown test on the streets of London before being shipped to Turkey.

Autocar wrote: "Walter A Clatworthy, the manager of Acme and Immisch, informs us that he and the company's works foreman drove about the streets of London in the four-wheeled vehicle and were not in any way interfered with by the authorities, although they ran into a horse-drawn carriage in Oxford Circus, fortunately doing but little damage."

Despite plenty of media interest in the exported machines, Immisch wasn't inundated with orders and retrained his efforts on other electric modes of transport, including boats and trams.

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